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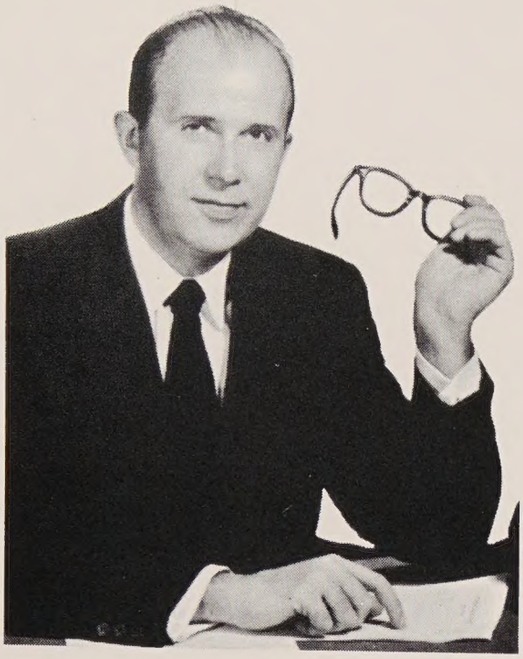
RAILROAD

SEPTEMBER, 1970 MAGAZINE SIXTY CENTS

THE LARGEST CONCENTRATION OF ACTIVE STEAM POWER ON OUR CONTINENT

by Michael A. Eagleson



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

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Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

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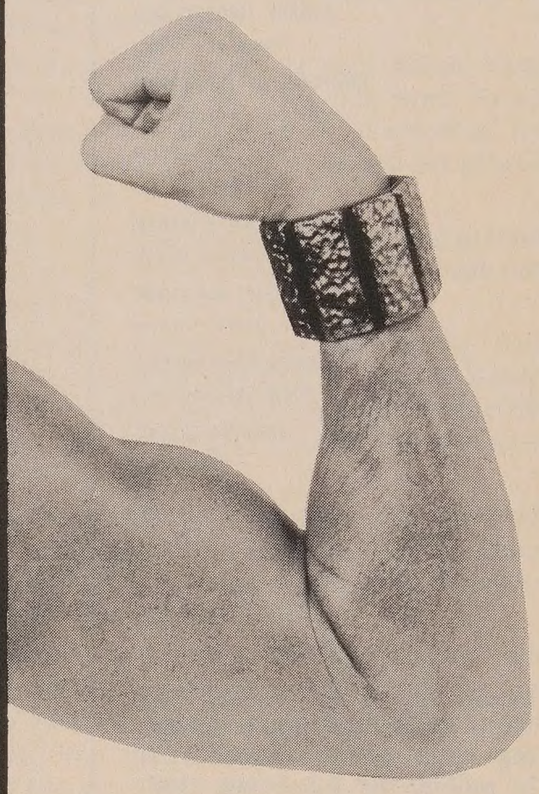

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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FREEMAN HUBBARD
Editor

ALBERT HERSKOVITS
Associate Editor

MICHAEL A. EAGLESON
Steam Locomotives

SY REICH
Technical Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JAMES EDMONSTON
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JOSEPH EASLEY
Illustrator

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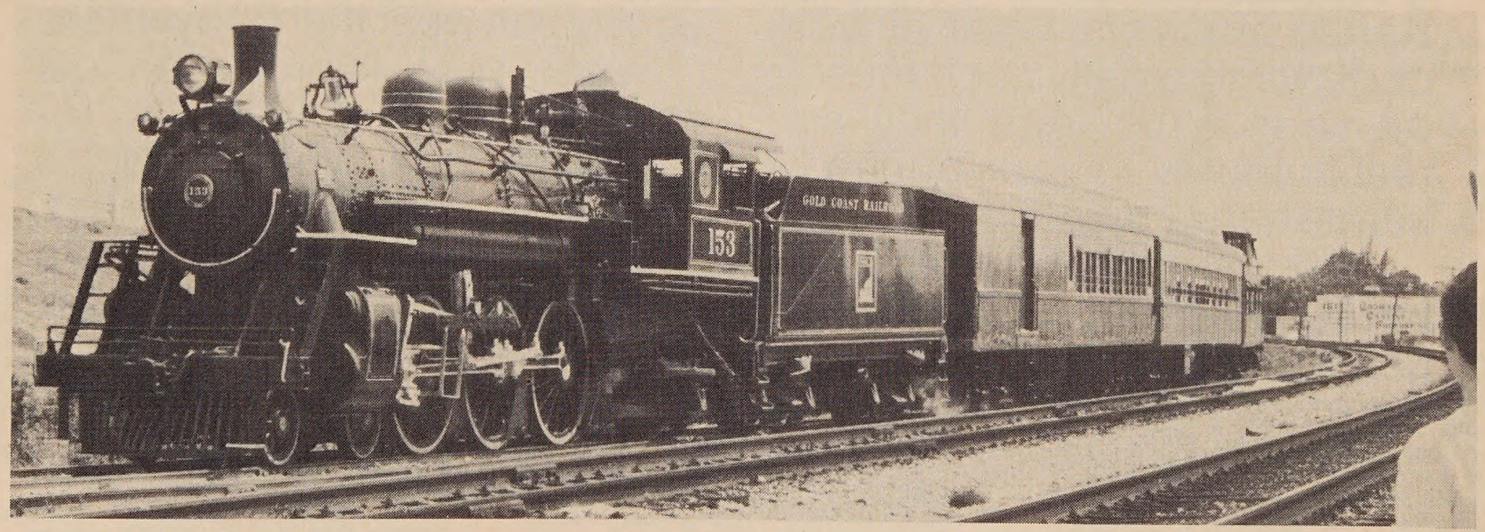
Steam today in Florida: the Gold Coast Railroad's operating train at Fort Lauderdale is pulled by 4-6-2 No. 153, built by Alco in 1922. Previously she belonged to the Florida East Coast Ry., then U.S. Sugar Corporation.

Wm. T. Morgan, 1429 Linhart Ave.
Fort Myers, Fla. 33901



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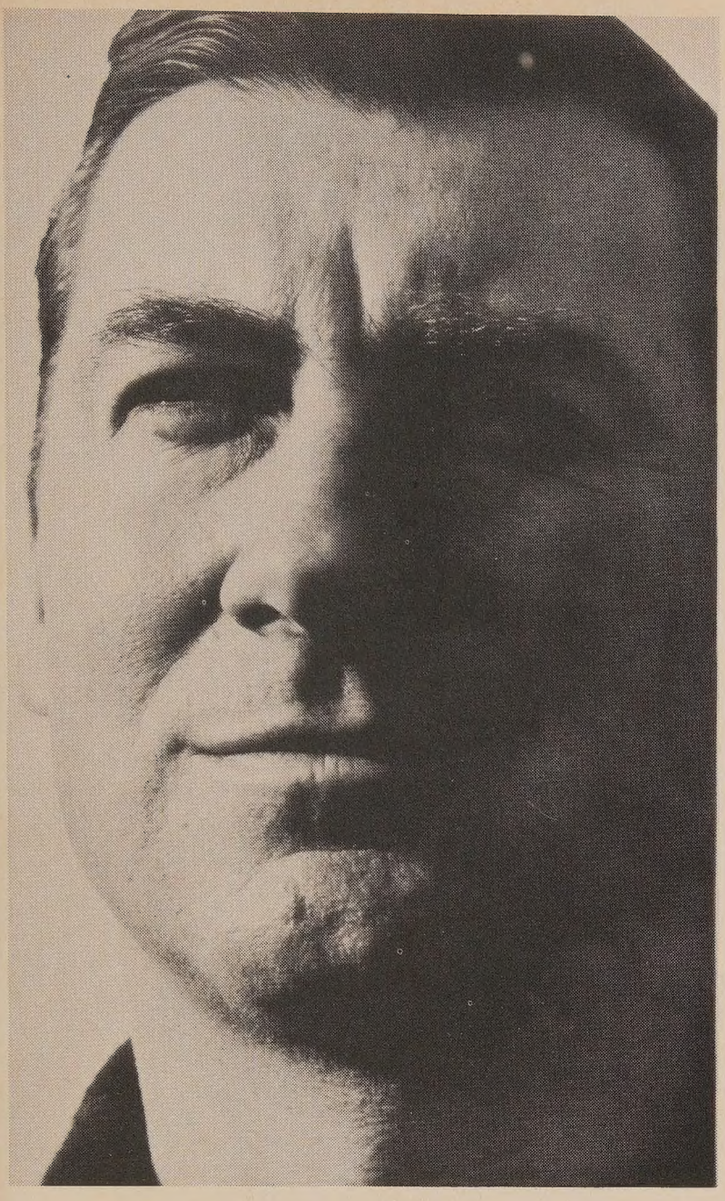

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THE MAIL CAR

where editors and readers meet

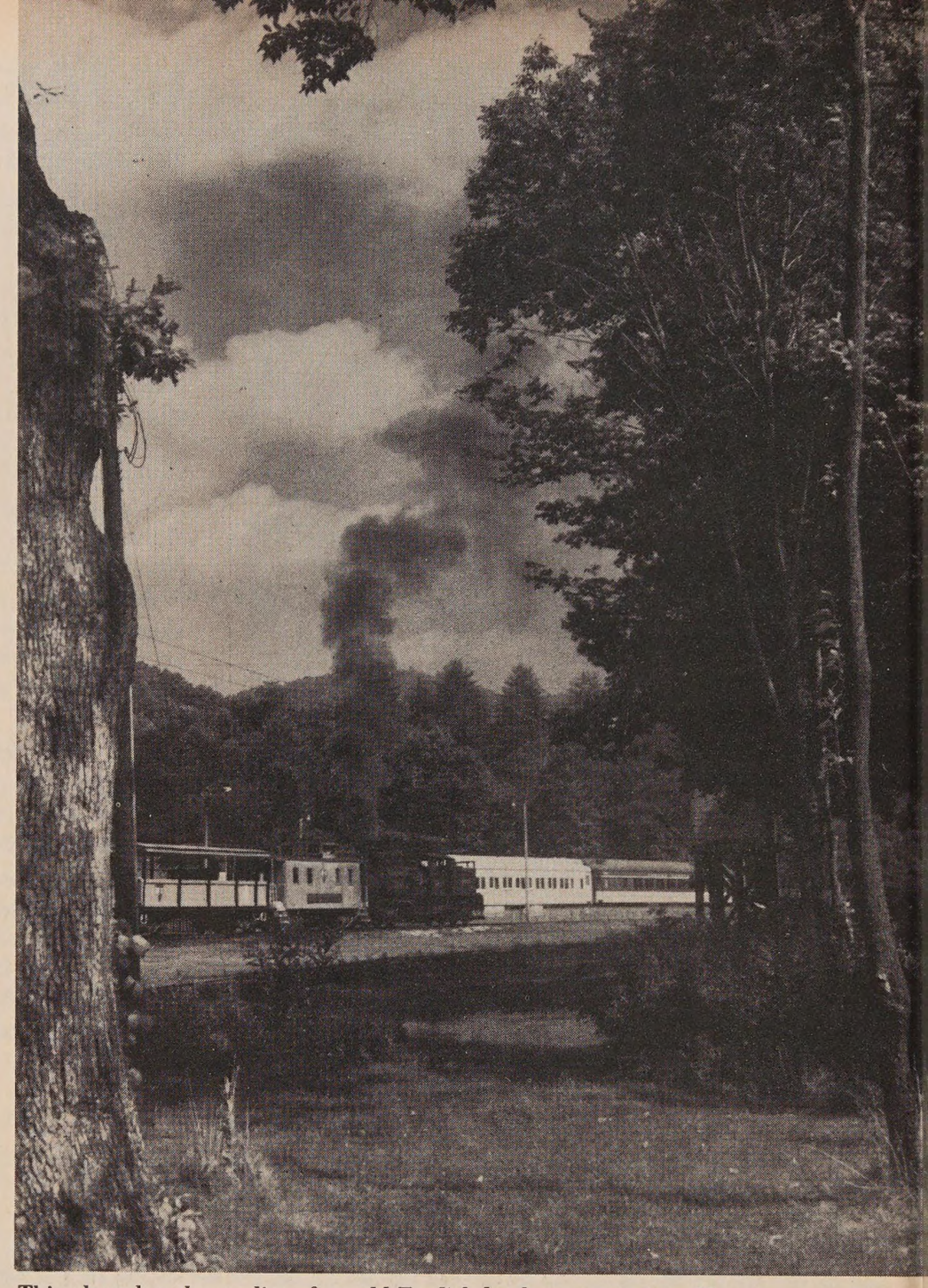
WITH this issue, *Railroad* takes its place among the world's fine magazines that are printed on coated paper. Note our clear photo reproductions. As years pass, *Railroad* will no longer turn brown nor finally crumble as our old woodpulp used to do. Readers who keep files of this magazine will welcome the change.

Our publisher, Henry Steeger, himself a railfan, is grateful for the heavy volume of interesting mail he got on the subject, nearly all of it favoring slick paper. Some letters and cards were particularly well written. To pay for the better stock, *Railroad* now costs 60 cents a copy, $6 a year, $11 for two years—in the United States. Elsewhere, $7 a year; two years, $13. Subscription orders received before August, 1970, are not affected by the new rate.

In response to complaints from several readers, we have restored our normal margins, we are making sure that you will be notified when your subscription expires, and we have begun to mail out the magazine flat instead of folded.

Mike Eagleson made this month's cover. It shows ex-Grand Trunk Western 0-8-0 No. 8380, class P-5g, on duty at Northwestern Steel & Wire plant in Sterling, Ill., the only place in America where three steam locos are used daily, in different shifts, seven days a week. You see the orange glow of a blast furnace. This road is all steam.

Next month: a nostalgic cover painting by Theodore A. Xaras of Drexel Hill, Pa., showing a girl on a station platform and a steam train approaching. We think you will like to frame it. Sy Reich diesel rosters coming soon: Texas & Pacific, SP&S, and shortlines of Texas, Utah, and Vermont. Also in near future: "Steam Days on the Jersey Central," Bert Pennypacker. ●



This photo has the quality of an old English landscape painting. The view is on the Bear Creek Scenic, an all-Shay-powered tourist road in western North Carolina. H. Reid, Box 5444, Parkview Station, Newport News, Va. 23605

ONE MAN'S OPINION. "Broadside on page 36, showing Reading steam engine 124, was the only good photo in your July issue. You should publish only broadside pix of engines and cars."—Fred Wenmore (no street address), Milwaukee, Wis.

"I like your magazine mainly because it features steam."—Herbert Lowe, 1055 Citizens Bldg., Decatur, Ill. 62505.

"While I am a steam fan, I wish you'd publish more about diesels and electrics. It is necessary to live in the present as well as read about the past." —James East, 140 Harkness Dr., Milford, Conn. 06460.

"Perhaps my biggest thrill came one evening in 1944 when my father, a Pullman employe, was called from our home in St. Paul, Minn., to service a special train at the depot. It turned out to be Franklin D. Roosevelt's train. I went with Dad to the station and we saw the President."—Henry Iverson, 6501 Donal Ave., El Cerrito, Calif. 95430.

"Mike Eagleson's German steam article (July issue) stirred memories of a European trip I took recently. On an overnight train from Paris, I was awakened in Coblenz about six a.m. by hearing a steam-powered freight roar past. Later, I saw a huge shop area, with dozens of steamers all over the place, and a steam-hauled passenger consist, and steam-powered work trains plodding along."—Walt Stringer, 132 Edgewood, Ardmore, Pa. 19003.

"My favorite part of *Railroad Magazine* is the *Passenger Train Survey*. I was amused by arguments you used to print in the *Mail Car* over what should or should not be displayed on the cover. Myself, I don't care what is on it, so long as it pertains to railroading." —F.J. Florianz, 42 Highwood Ave., Waldwick, N.J. 07463.

"Regarding comments as to whether or not Boston & Maine engines ever ran clear to Rutland; yes, they did, in

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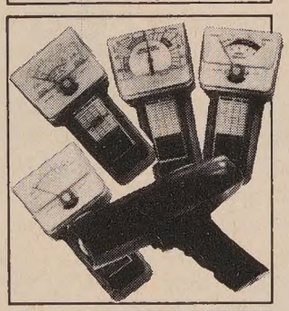

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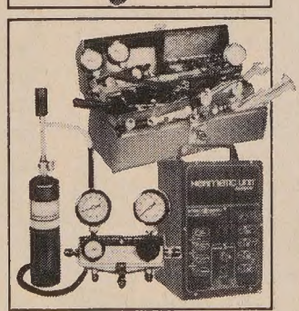

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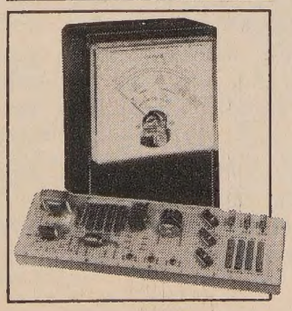

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late February and early March, 1967. A freight derailment in Hoosac Tunnel had blocked the B&M mainline just east of North Adams, Mass. Through freights with four-unit F7 consists in characteristic blue paint rolled through Rutland, presumably from Mechanicville on the Delaware & Hudson via Whitehall, thence eastward via the Green Mountain Railroad to Bellows Falls and B&W rails."—M.D. Henshaw, 8 Grandview Terrace, Rutland, Vt. 05701.

"Your magazine is very worthwhile, but I wish you'd stop giving space to foreign lands. Keep it 100 percent American."—Wm. L. Gates, 607 Dawson St., rear, Uhrichsville, Ohio 44683.

"Could we have an article on block and interlock plant towers? I've always liked to read about railroad signals, semaphores, etc."—Ken Bittner, 929 Sixth Ave., Juniata, Altoona, Pa. ●

JACK WHITE, this month's *Interesting Railfan*, recalls a derailment of the *National Limited* in which he was traveling to Washington in 1960. "At that time I had little money and could not afford space on the sleeper," he says, "so I took a coach. While dozing around 2:30 a.m., I noticed it was riding very roughly, bumping and thumping. Moments later, it turned on its side and slid for several hundred feet! The lights went out. Although I had my shoes off, I left the car quickly. Walking along the ends of the seats, I pulled myself out onto the platform and looked around. We had fallen into a ditch near Grafton, W. Va., in the mountains. But there was no danger of the coach rolling any further, so I went back inside. It was safe enough there.

"Meanwhile, the lights had somehow come on again. Other passengers were up and around. No one was badly hurt except one or two hit by flying suitcases. I was on the car's high side. My seat had torn loose and swung partially into the aisle. After finding my shoes, I climbed back out onto the ground. A broken rail had caused the wreck. The locomotive and front of the train were off the track but standing up. The middle cars had turned over, while the rear section, the Pullmans, were still upright on the rails. I was told that some passengers did not know there had been a wreck. We waited seven hours for a train to take us to Washington."

Federal records on U.S. train derailments show that their number rose from 2,671 in 1897 to 5,487 in 1968, nearly all involving freights. At the same time, the nation's total train-miles dropped 5 percent. Derailments due to defects or improper maintenance of rights-of-way and structures jumped 210 percent, from 577 in 1961 to 1,800 in 1967, the last year for which data is available.

"Right now, the Government has no authority over 95 percent of the causes of railroad accidents," says Senator Vance Hartke (Dem. Ind.), who helped draft legislation requiring the Department of Transportation to set railroad safety standards.

Senator Hartke told the Senate of his personal inspection of many roadbeds: "I have pulled spikes out with my fingers. I have picked up some of the ties which are like driftwood." ●

OUR JUNE ISSUE. "Answering a query about cities in which trains run on business streets: Since the merger, all Seaboard Coast Line trains, passenger and freight, have been using East Avenue in downtown Clearwater, Fla., the former Seaboard track. The old Atlantic Coast Line right-of-way to the west is now a large parking area."—John Hoffman, 73 Lexington Dr., Dunedin, Fla. 33528.

"Regarding an *Along the Iron Pike* item about mailboxes on Dutch streetcars, they are used only in Amsterdam and only during rush hours. Mail is not delivered here as promptly as Joe Easley states."—Harry Kuiper, Kikkenstein 145, Amsterdam, Bijlmer, Netherlands.

"As a modern railfan, I want to see more cover pictures of present-day operations such as Ron Nixon's view of a Milwaukee electric. I've had my fill of tourist-railroad photos."—Dale Bratvold, Sylman, Calif.

"Having worked in Milwaukee Road engine service between Avery, Idaho, and Othello, Wash., 1949-'53, I enjoyed Don Dietrich's electrification feature, but your 1939 renumbering of locos has an omission. Two class S2 locos, 263 and 264, came to us when diesels took over on lines east and others may have been listed there. Possibly they had not been built at the time of renumbering."—Ken Graham (now an SP engr.) 6282 Scherrer Ave., Dunsmuir, Calif. 96025. ●

HOLES, from pinhole to watermelon size, used to be a major cause for coal and ore hopper cars being out of service. Now Penn Central's Cleveland Research Center has created a rapid field method for patching holes without removing the car from the active fleet. Prior to the development of a polyurethane foam system, railroads had to take slightly-damaged cars out of service from several days to weeks for body repair. Today such cars can be fixed on the spot. Chemicals are sprayed: they foam up, filling and sealing the holes. Within several minutes they harden, almost steel-like. ●

OVERSEAS. "Nigeria still uses much steam power. I am a railfan working here as a missionary accountant. The railway nearest to where I am stationed is 60 miles away."—John Zuidema, Mountain View Hotel, Box 261, Jos, N. Nigeria, West Africa.

"British Rail now has more than 200 inter-city trains. They are fast, frequent, and clean. Many reach speeds up to 100 mph. BR also has over 800 buffet cars, more than the rest of Europe put together!"—John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Mon., NP4 5AL, England.

For months, hotel owners and shopkeepers of Teignmouth, England, had been promoting the expected arrival of a special British Rail tourist train on May 25th, spending a lot of money to promote it. Then on the big day, miniskirted lassies boarded the train and made last-minute pleas for vacationists to get off at Teignmouth, not the nearby rival resort of Torquay. Alas, by error the train whizzed right past gaily-decorated Teignmouth station. Dismayed officials watched it roar on to Torquay!

More than a billion passengers rode the *Bundesbahn* (West Germany's federal railroad) and other German rail lines in 1969—35 million more than in 1968. ●

NEWSWORTHY. Penn Central's top brass has been shaken up. Dissatisfied with the way Stuart T. Saunders, David C. Bevan, and Alfred E. Perlman were running things, the board of directors has forced their resignations. Paul A. Gorman is now chairman of the board, president, and chief executive officer, succeeding Saunders. Bevan is no longer finance committee chairman. Perlman, ex-president of New York Central, has been relieved of duties as vice chairman of Penn Central.

Shortly before Saunders resigned under fire, *Business Week* magazine quoted him as saying that PC's "problems have been exaggerated out of all proportion" and that "things look brighter than at any time since the merger." Recently, the brightness was dimmed by the news of PC going into bankruptcy.

Says the *Wall Street Journal*: "A major obstacle to good management, insiders say, has been bickering between executive factions from the former Central and Pennsy lines. One former executive of the merged company recalls with disgust a meeting where there was a debate over whether to call the last car on a freight train a 'caboose' (the Central's name) or a 'cabin car' (the Penny's term).

"There were also arguments over such matters as the gage of track that should be laid. Yet there was only a

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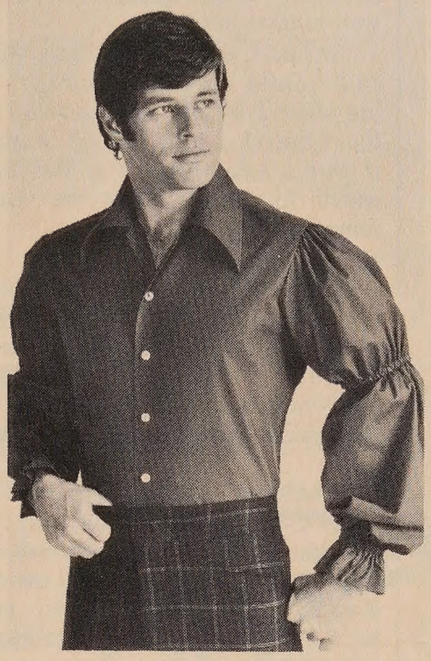

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quarter-inch difference between the gages of the two lines—an amount that has no effect on train operation.

"Longstanding rivalries extended beyond minor issues. Even at the top, differences persisted. Mr. Saunders is a fast-talking, fast-acting Harvard Law graduate known to shoot from the hip. By contrast, Mr. Perlman, an engineering graduate of MIT, talks slowly and calmly and usually has a gentle disposition. Both men, however, have well-known tempers.

"Insiders say Mr. Perlman was never enthusiastic about the merger—a feeling shared by his management team at the Central ('This wasn't a merger—it was a take-over,' Mr. Perlman conceded to friends after the two roads joined.)"

Illinois Central will probably soon take over GM&O, making a 9,400-mile system called the Illinois Central Gulf Railroad. Stockholders of both roads overwhelmingly approved the merger plan. ICC examiner recommends it.

How many coal hopper cars do you think Chesapeake & Ohio has? The answer is 75,757. But they aren't enough. The road is building 3,600 more at its Raceland, Ky., shops. These are 100-ton, open top hoppers equipped with roller bearings.

Ever see a pink diesel locomotive? No? Then you've never been to Radun, Calif., where Kaiser Sound & Gravel operates Plymouth-built No. 6703 in daily switching service.

To speed the movement of containers between rail cars and ships, the Port of New York Authority is building a 10-acre transfer yard at Newark, N.J. The Penn Central will operate it, thus avoiding the cost and delay of using congested highways between the port areas and PC's existing piggyback yards at Kearny and North Bergen, N.J.

Nearly seven million pounds of aluminum are required for 584 aluminum-bodied gondola cars now being built at Clifton, N.J. The Detroit Edison Co. will use them to haul coal from West Virginia mines to its power plant at Monroe, Mich. Aluminum Co. of America says it's the largest order of its kind in railway history.

A Bachelor of Science degree in transportation engineering is offered for the first time this fall at California State Polytechnic College in San Luis Obispo. It is the first such undergraduate program in the nation. All other transportation engineering programs are for advanced degrees.

Electric enthusiasts who missed the first all-electric issue of *Trains*, July '70, are advised to rush 60¢ to 1027 N. 7th Street, Milwaukee, Wis. 53233, for a copy. It's a great issue.

Boys playing along railroad tracks around Boston, Mass., should be on their best behavior. "Big Bird" may be watching. It's an airplane used by Penn Central to fly above the trains and report vandalism, by short-wave radio. Penn Central has spent more than $550,000 to repair broken car windows since the New Haven Railroad joined it in January, 1969.

Recent efforts to change to "Railroad" the "Rail Road" in the Long Island's corporate name flopped, due to legal technicalities involved.

A list of all known abandoned railroad rights-of-way in New York State has been compiled by Waldo Nielsen, 343 Eaton Rd., Rochester, N.Y. 14617. He says other readers might like to compile such lists for their own states. ●

NERVE GAS. The Federal Government has become a cropper on all of its plans to move 13,000 tons of deadly nerve gas out of Okinawa. That island, which the U.S. has occupied since World War II, is being returned to Japan, and Japan wants the gas removed.

At first, the Defense Department planned to ship the gas to Bangor, Wash., then by rail across the state to Hermiston, Ore., for storage. But because of the hue and cry against potential hazards of the rail shipment, the White House dropped the idea.

The Pentagon then said it was considering Kodiak, Alaska, as a storage site. This would eliminate any rail shipment of the gas. However, this plan is now under heavy fire. Mayor Resoff of Kodiak declared that "it's like getting a Christmas present of a sackful of snakes."

Senators Mike Gravel (Dem., Alaska); Warren Magnuson (Dem., Wash.), and others, have introduced legislation to cut off DOD funds for shipment of the gas. Magnuson says: "I don't think it should be around any place at all. It is not needed in our defense arsenal and should be destroyed."

Meanwhile, Japanese and Okinawan officials are putting pressure on the U.S. to get the gas off the Pacific island immediately. ●

WOMEN. Introducing railfanette Andrea Marie Kriss (age 22), 1915 Barnett St., Rahway, N.J. 07065. She belongs to the High Iron Co. and has over 1,000 railroad slides, mostly Pennsy, and a model railroad powered by GG1's. She's also a railroad employe

(Continued on page 66.)

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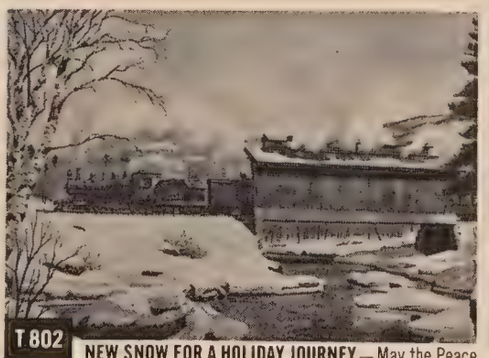

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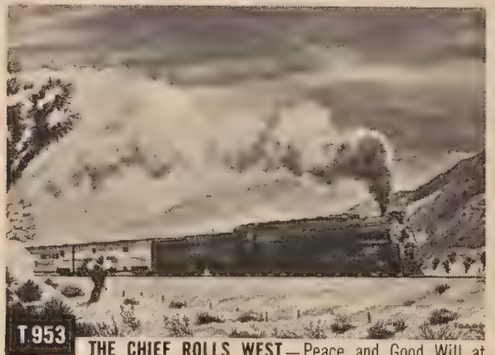

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PHOTOS of the MONTH

Guess what these railroad men are doing? (Turn to page 31.)

Photograph by William C. Tayse, L&N Public Relations

Illinois Central Railroad photograph

Westbound Kentucky & Tennessee freight on Cumberland River bridge at Mile 8, west of Stearns, Kentucky.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Howard Pincus, 5 Eldredge Pl., Rye, N.Y.

May 30, 1970: High Iron fantrip is crossing the Starrucca Viaduct, approaching Susquehanna, Pa.

Memorial Day excursion train, powered by engine No. 1246, pulls into Chester, Vermont, on Green Mountain Railroad.

Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

San Francisco Muni PCC No. 10, heading down a grade through Dolores Park, passes trolley-watcher Donna Adkins.

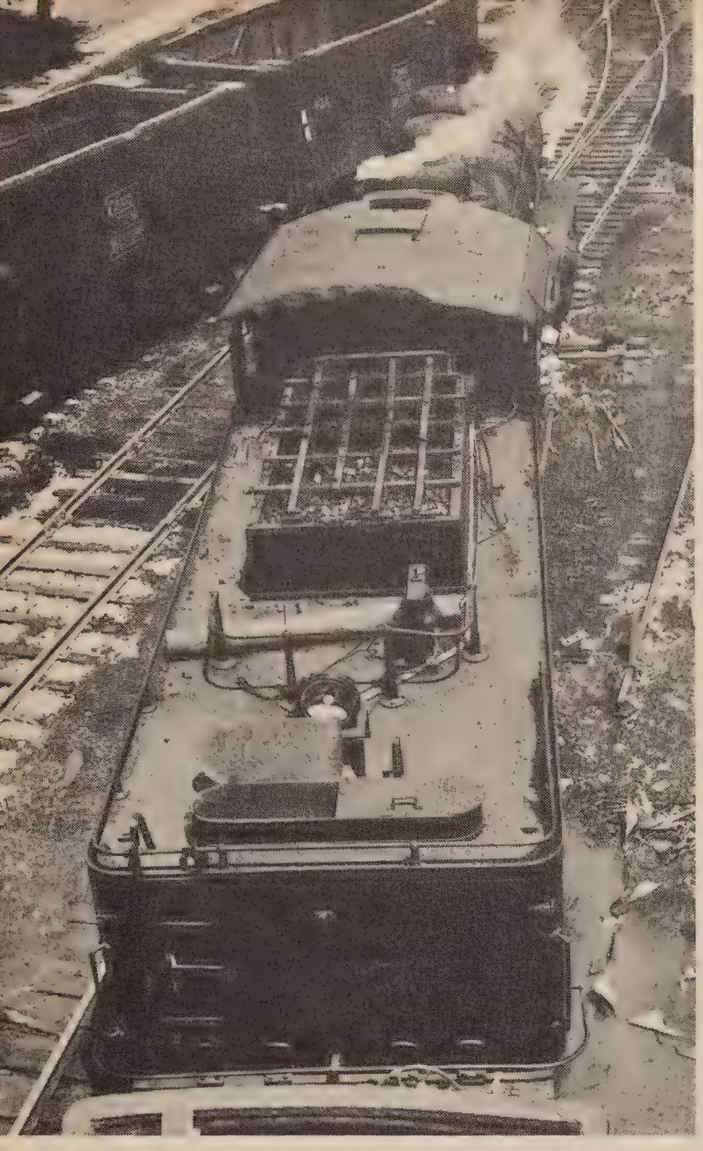
Diesel power down in the valley: a Chesapeake & Ohio freight arrives at Elkhorn City, Ky., for a connection with the Clinchfield in 1963.
Photograph by Elmer Treloar

THE LARGEST CONCENTRATION OF ACTIVE STEAM POWER IN NORTH AMERICA *photos and text by Michael A. Eagleson*

IT WAS pouring rain as I stepped off a bus at the Dixie Hotel in Sterling, Illinois. After bouncing for an hour and a half through the night from Chicago, my thoughts were not on steam but on getting a room and some rest. This was the first of my five visits to the largest concentration of active steam power in North America today, and I wasn't sure what I would find.

In the morning, I headed for the railroad yards at a fast walk, grumbling over the dreary wet weather. Once inside the visitors' entrance to the Northwestern Steel & Wire Company, I was greeted with: "Oh, you're another guy come to see our steam engines. Just wait here and we'll fix you up."

At left is a view of CB&Q No. 6317, the last 2-10-4 to be fired up in North America. Before being scrapped, she was used to supply steam to the Northwestern Steel & Wire plant. No. 06, an 0-8-0, is ex-Grand Trunk Western No. 8306, one of 16 ex-GTW locomotives owned by the company. Note the banged-up footboards and rerailing frogs on the pilot beam.



Left photo shows two of the many Grand Trunk Western tenders now used as scrap cars; the loco switching is NSW No. 05. Above, No. 06 is coming away from bridge with steel mill in the background.

I sat down, listening to telephones ring and watching cute little mini-skirted secretaries on their way to the filing cabinets and the water cooler. At length a man handed me a release to read and sign, asking: "Where are you from, boy?"

"New Jersey," I replied.

"We get 'em from all over. Last month we had a pair from England. Damn if I know how they hear about us. You guys must be crazy to come so far just to see a bunch of dirty old steam engines."

"Yes," I said unconvincingly, anxious to get out of the office and on to the object of my own crazy thousand-mile-plus journey.

With a visitor's pass visibly sticking out of my breast pocket, I walked over to the engine terminal. My eyes fell on six ex-Grand Trunk Western 0-8-0's coupled dead in engine-to-tender fashion. Their parental heritage was obvious to a steam enthusiast; but there was something odd about the oscillating Mars lights from scrapped Burlington steamers, mounted above their headlights where the typically Grand Trunk Western V-shaped illumination boards used to be. Oh well, they're steam, I thought, and moved on.

Just beyond, rose a square water tower, apparently made from a discarded engine tender, and beside it stood No. 05, another husky 0-8-0, but this one was alive. As I approached to examine the switcher more closely, she startled me by suddenly popping off. Almost simultaneously, an armed guard grabbed me, growling that I was on "company property." I pointed to my visitor's pass, but he shouted over the roar of the escaping steam: "You know, that's only good for taking pictures on city streets. You can't enter our property."

Slinking away behind a crossing shanty with rotten and warped clapboards, I mused disconsolately over the excellent photo I almost had taken before this confrontation. No. 05 had quit popping off now and was being stoked. Her thick black smoke faded.

Wandering down the street that paralleled the tracks, I spotted another hot engine. She was resting directly underneath a highway bridge that crossed Rock River, connecting Sterling with Rock Falls on the opposite bank. White

Ex-GTW No. 8315 (Northwestern Steel & Wire No. 15) pushes cars over weighing scales. The tender is off a scrapped Burlington 2-8-2 and the tender headlight comes from another engine; headlight still has its old number on it.

Line-up of steamers waiting to be scrapped at Sterling, Ill., June '61. Engines are Burlington and Grand Trunk Western.

vapor leaked profusely from every joint of the loco, which I knew that Alco had built in 1924. Climbing onto the bridge and assuming a sentry position, I waited in the drizzle for some action.

Ten minutes passed. Then I heard the first groan of the engine brakes releasing. The switcher slipped her 51-inch drivers on the wet rail while starting a long string of freight cars into the very heart of the steel plant. Her 45,175 pounds of tractive effort dug in. Her exhaust grew faster and louder, with the echo reverberating from nearby buildings. She was in regular service. No fake Indian raids, Jesse James stick-ups, or kids and tourists looking at an oldtime steam train. This was the way things should be, and I was glad to be there. I enjoyed listening to the tones of her grime-covered brass bell. The old familiar bark of a big engine hard at work brought music to my ears. I was so enthralled that I scarcely noticed the beads of rain water spotting my camera lens or the hot cinders soiling my light tan jacket. This was why I had come to Sterling—to see and hear and remember.

No. 06, ex-Grand Trunk Western No. 8306, has kept working almost ten years after the brass collars had said she was obsolete and must go. How reassuring it is to see steam in regular service!

Northwestern Steel & Wire Company has a long history of being switched by steam. P. W. Dillon, the board chairman, grudgingly admits his affinity for steam locomotives. Mr. Dillion, now in his eighties, says they are good for at least another ten years, but I doubt it. Replacement parts are almost impossible to get today. Such items, as a rule, are either scavenged from the out-of-service spare 0-8-0's or made by NSW shopmen under the supervision of chief shop mechanic Larry Cain. He and his three assistants are responsible for keeping the herd of steamers running.

Even so, Dillon's main argument—at least to his board of directors—for

keeping the steamers so long is purely economics. Yes, I said *economics!* Steam is accused of being expensive to operate, particularly in yard service where much time is spent in just sitting around. This is not true at Northwestern Steel & Wire.

"A diesel switcher, a new one, costs $180,000," Mr. Dillon says. "We've got mountains of scrap iron around here, and, if the diesels brush against them the traction motors are likely to be damaged. And when one of them derails, there would be damages, too."

Not so with steamers. They can bump into obstructions, or stub their toes and derail, but keep right on running with a minimum of repair. Evidence of this is seen in the mangled footboards on the plant's engines. They are, you might say, battle scars.

Northwestern has always used steam, usually hand-me-down switchers. In the late 1940's it had little ex-CB&Q 0-6-0's. Next came 0-6-0's from the Illinois Central and the Chicago & North Western, and finally ex-Burlington USRA types with the same wheel arrangement.

The 16 former Grand Trunk Western steamers that are now being used arrived in 1960 and 1961 when that road was on a steam-scrapping spree. They were intended to be dismantled along with hundreds of other steamers from the Nickel Plate, the GTW, and the Burlington. Someone wisely noticed what good shape these 0-8-0's were in, compared to the smaller power then being operated and decided to save them, popping their own power into the ovens instead.

Today, the company has several miles of track lined with dangerous debris. The plant usually works two or three steamers through it for seven days a week, 24 hours a day. The locos haul scrap to furnaces and haul finished products to the shipping stations and weighing scales. The plant connects with the Chicago & North Western, and its steamers briefly venture out daily on their iron to pick up or drop off cars.

The company uses dozens of tenders off scrapped Burlington 4-8-4's and 2-10-4's and GTW 2-8-2's. The tenders have had their coal bunkers and water baffle plates removed. The cars are now big open-top shells, but still sport the heralds of their former owners. Since the tenders have couplers only at one end, they are cleverly connected in units of two, drawbar to drawbar. They can be separated for switching only at the ends with the knuckle couplers.

As late as 1962, Northwestern had more than 100 steamers from various roads laying around, awaiting the cutting torches and smelters. On my first visit to Sterling in 1963, I found Burlington 2-10-4's and 4-8-4's, Grand Trunk Western 2-8-0's, 2-8-2's, 4-6-2's, 4-8-2's, and 4-8-4's, and even some NKP Berkshires awaiting the torch. Grand Trunk Western 4-8-4 No. 6322, of fantrip fame, was rusting away with "Farewell to Steam" still chalked on her rusted Vanderbilt tender. Nickel Plate Berkshire No. 730, which was often used in public relations and press release photos during the railroad's steam-conscious 1940's, stood beside the others, awaiting the same fate and a reprieve that never came.

For a while during the early sixties, NSW saved bells, headlights, whistles, number plates, and builder's plates from the engines, selling the booty to trophy-hungry fans who hated to see their favorite locomotives scrapped. Today, all such parts have long since been cleaned out, as well as the Burlington's first 4-8-4, No. 5601, class 05a. In 1963 I sadly watched her being cut up. To-

Ex-GTW No. 8305 switches at Northwestern Steel & Wire Co. property. A little paint over the '83' makes it NSW No. 05.

No. 25 near water tank; engine terminal is in background.

Sterling at night. Note home-made bell-hanger on No. 11.

day, only the GTW switchers remain, due to their usable wheel arrangement. Once a pair of 600-hp. EMD units were bought second-hand and tried out. They proved too frail, as diesels can't work under these conditions. Finally they were taken off their trucks. Inventive Northwestern used the diesels as emergency power units behind the mill, and applied the traction motors and trucks to a roving gantry crane.

It's hard work keeping this railroad operating. Northwestern employs 24 trainmen, a track crew, and a maintenance crew to keep the miles of track, 16 steamers, and dozens of cars running. Daily the steamers consume up to 24 tons of coal and 48,000 gallons of water. Then, of course, the fires must be serviced for changes in crew.

A major problem affecting the NSW operation is the enormous amounts of sharp, twisted scrap metal lying about. Anyone could easily get hurt around all this junk. Because of it, engines and cars jump the track almost as a routine matter. In fact, I have seen cars being pulled about with 20-foot bands of bouncing, swinging steel slapping about the car sides, wrapped around the wheels, and lashing out at switch-stands or anything it passed. Since only the locomotive's brakes are used (the car brakes are not working), stopping for an emergency is quite difficult, and sometimes the cars bang into the back of the tender or wrench a drawbar.

For these reasons, I can understand the extreme insurance restrictions and the often hostile guards working for the safety-conscious Northwestern. I was personally escorted out of town and over the bridge into Rock Falls the night I made the cover photo used on the current *Railroad Magazine* and the other night shot illustrating this article. The plant guards, wearing yellow safety helmets and steel-toed shoes, felt that I had overstayed my welcome and visitor's rights by hanging around after dark and firing off several dozen flash bulbs. Perhaps I was lucky, however. Many fans have found out that in taking photos without a permit you run the risk of having your camera or film confiscated. A fan should show the courtesy and the small effort it takes to get such a pass, respecting the wishes of a company which is currently using 16 steam locomotives.

Recently, health-conscious citizens of Sterling have been up in arms about the smoke that NSW is adding to the atmosphere. As a result, the steamers appear to be scapegoats. Mr. Dillon wants his company to try and replace coal with natural gas, condensed into liquid form as fuel.

"Then the engineers could come to work in white shirts," he says.

The engineers, incidentally, run the locomotives without firemen, doing their own firing while switching cars.

Last spring, the Railroad Club of Chicago had the first organized fantrip to Sterling to see the steamers, and found 0-8-0 No. 25 operating with an ex-Kansas City Southern Vanderbilt oil

NSW No. 28 is another ex-GTW 0-8-0. Alco built her in 1924. Mars light is off a scrapped CB&Q steamer.

A scene reminiscent of the 1940's. NSW No. 28 hauls a string of battered freight cars past the plant's steel mill.

tender, coupled backward behind her! Evidently the company is trying oil as fuel for a while. Once chief mechanic Larry Cain experimented with diesel fuel oil in place of coal in a steamer.

"That didn't work out," he recalls. "For one thing, so much fuel was gulped up in the firebox that we were refilling the tank every half-hour."

Once before in 1964, Northwestern fired up oilburners. It converted two Burlington 2-10-4's to burn oil and placed them behind the mill, with rods off and a huge smokestack attached. The hulks supplied steam to the plant for a while. This operation has ended now, and the gallant Texas types were put to death in the mill which they had served. These were the last 2-10-4's fired up in North America!

As of now, the steamers look as if they will be used for a few more years, but don't count on it. I have seen overnight changes in management's policy to do away with steam power on other all-steam roads. But as long as Mr. Dillon wants to hear the beloved sounds of steam locomotives echo through his steel mill, there will be smoke and steam over Sterling. ●

Northwestern Steel & Wire No. 15 switches at Sterling.

Current Roster of NSW Steam Power

	NSW No.	GTW No.	GTW Class	Builder, Date	Acquired by NSW
1	05	8305	P-5b	American, 1923	1961
2	06	8306	P-5b	American, 1924	1961
3	10	8327	P-5b	American, 1924	1960
4	11	8375	P-5g	Baldwin, 1929	1961
5	12	8372	P-5g	Baldwin, 1929	1961
6	15	8315	P-5b	American, 1924	1961
7	25	8325	P-5b	American, 1924	1961
8	28	8328	P-5b	American, 1924	1961
9	30	8300	P-5a	American, 1924	1961
10	73	8373	P-5g	Baldwin, 1929	1961
11	74	8374	P-5g	Baldwin, 1929	1960
12	79	8379	P-5g	Baldwin, 1929	1961
13	80	8380	P-5g	Baldwin, 1929	1961
14	—	8310	P-5b	American, 1924	1964
15	—	8314	P-5b	American, 1924	1960
16	—	8376	P-5g	Baldwin, 1929	1961

American Co. locomotives: 22x28-in. cylinders, 200 lbs., p.s.i., 51-in. drivers 45,175 lbs. tractive effort; weight of engine empty, without tender, 211,000 lbs.
Baldwin locomotives: 22x28-in cylinders, 220 lbs. p.s.i., 51-in. drivers, 49,691 lbs. tractive effort; weight of engine empty, without tender, 215,150 lbs. ●

IN SEARCH OF STEAM

with
Mike Eagleson

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

NORFOLK & WESTERN steam is again in the news, this time a new find! Howard W. Serig, Jr., 23 Malvern, Richmond, Va. 23221, says Armco Steel has at least one Y-5 class 2-8-8-2 compound articulated on its property at Middletown, Ohio. The company wants to donate her to Roanoke's transportation museum, but apparently the city won't pay for transporting and fixing her up. It would be a shame to let this now-rare true Mallet get away. The museum could display her proudly beside its N&W classes J and A.

"Who'll buy my 27-ton, standard-gage, 0-4-0T saddletanker?" asks John Poulsen, Gen. Delivery, Cranbrook, B.C., Canada. Also, James A. McLeroy, 701 Columbus St., Houston, Texas 77007, offers an ex-U.S. Government 0-6-0 on a minimum bid F.O.B. from East Texas or will lease her to a financially responsible party on a long-term basis. The 1942 switcher weighs 160 tons; her tender, 40 tons.

Steam at Fort Eustis, Va., is vanishing. Only three steamers are left operable today: 2-8-0's Nos. 607 and 612 and an 0-4-0T Porter, No. 714, from St. Elizabeth's Hospital, Washington, D.C., the 714 being the last Porter-built steamer. No. 611, 2-8-0, is going this summer to the U.S. Army Transportation Museum at Fort Eustis, joining No. V 1923, an 0-6-0T Vulcan already on display. Nos. 606 and 610, also 2-8-0's, have been removed from the property books, are being cannibalized, and will soon be scrapped, due to cracked boilers and bent drivers. This sad news comes from Pfc. James E. Bogener, US 489-52-8706, Co. B., 714 TBROS&DE, Ft. Eustis, Va. 23604. Jim wants to know what happened to the ex-Missouri Pacific 4-6-0 No. 2522 of the Ft. Smith, Subiaco & Rock Island, which reputedly rusted away on a siding at Paris, Ark., from 1949 to July '63.

Former Lee-Tidewater Cypress Lumber Co. Nos. 2 and 7, which had been sitting on flatcars as Sunniland, Fla., are now owned by John Thompson and have been moved to his Illinois farm, joining his other steamers, reports Ken Willis, 716 S.W. 16th Ave., Gainesville, Fla. 32601.

"I recently saw a narrow-gage 0-6-2 on Rte. 163 just outside Port Clinton, Ohio," writes John B. Corns, 1614 Ambler S.W., North Canton, Ohio, "next to the building in which Cedar Point steamers were refurbished a few years ago. On one side of this building is a large painting of a steam engine with the words *Home of the Old Locomotives.*" The engine is unidentified.

A Seaboard Air Line saddletanker is on display at Bartow, Fla., with her cab woodwork and running gear in sad shape and headlight broken off, says R. M. Johnson, 2853 Franklin Walk, Falls Church, Va. 22042. In contrast is the handsome little Atlantic Coast Line 2-6-0 at Leesburg, Fla., a 1920 Baldwin, No. 53141, which the town keeps in top condition.

Union County Museum Society needs a steam loco, a passenger car, and a caboose to run on its Union Railroad, writes its president, Walter Roe, Box 74, Union, Ore. 97883.

MGM Studios recently auctioned off rare movie treasures, from Sherman tanks to a showboat. Guess what received the highest bid? An 1872 steam locomotive, which went to a mystery bidder for $62,500! Who knows the identity of the mystery man or what he plans to do with his engine?

Steam fans rejoiced to read in the *Railway Gazette* that India, which is still building and operating steam power, has just placed an order with its Chitterajan locomotive works for 100 meter-gage 2-8-2's to be delivered over the next two years.

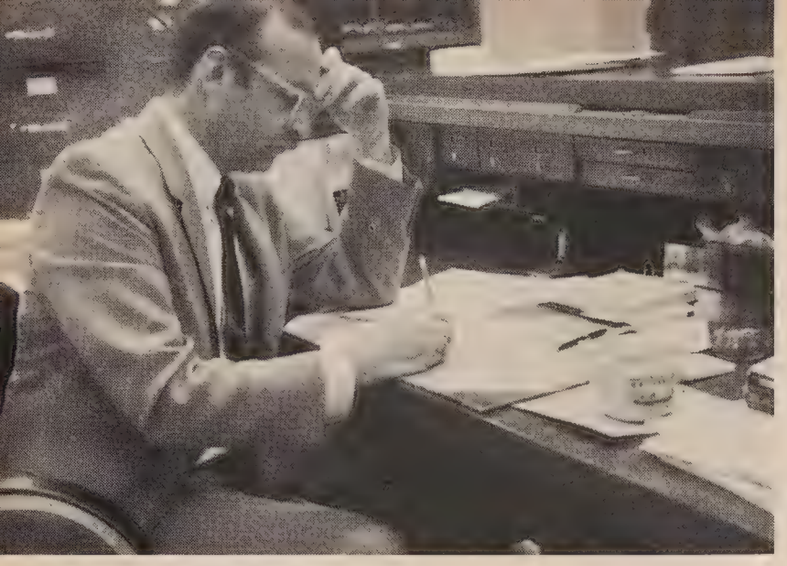
"Little Dumpy," a 27-ton steam loco displayed for four years in Monticello, Ill., has been moved to her new home on the Monticello & Sangamon Valley Ry. (Box 185, Monticello). Built in the 1930's, this engine was delivered to its new operating museum track via a semi-truck owned by L. F. Porter Construction Co. Mr. Porter himself directed the moving job on a 1½-mile journey to a triangular plot on which the railroad will eventually build an enginehouse for the three steamers it now owns and hopes to operate. After being repaired, Little Dumpy is to run on the proposed M&SV Ry. museum line. Members have laid about 175 feet of track and will lay more.

Hot news! Mainline steam is actually coming to Cass, W. Va., according to N. Kent Loudon, Peapack, N.J. Four week-ends this season will be devoted to operating 8 trips to Cass from Ronceverte, W. Va., using ex-Reading 4-8-4 No. 2102, class T-1. The train will run the length of C&O's Greenbrier subdivision through scenic Greenbrier River valley, with a three-hour layover for passengers to ride the Cass Scenic Railway or visit local tourist attractions. It will continue to Durbin for turning on the wye and will carry anyone who wishes to remain aboard for a longer run behind the 4-8-4.

I only hope that those responsible for the excursions will have the good taste and humility not to plaster their names and signs on the engine and tender, but let the Northern remain a true Reading prototype. Far too many organizations have departed from historic accuracy because of their own immodesty; I for one rate the final value of their accomplishments by how little they impair or conceal the original beauty of their locomotives and cars. ●

Walt Gifford, 9 Kingsbury Way, Yarmouth Port, Mass. 02675

This Maine Central Pacific has an appropriate number—462; we see Portland- and Boston-bound passengers boarding her at Wiscasset, Me., station in 1947.



Jack, shown at his desk in the Smithsonian, now wearing a mustache.

Interesting Railfans No. 93

JOHN H. WHITE, JR.

by Freeman Hubbard

CHAIRMAN of the Department of Industries at the Smithsonian Institution in Washington, D.C. —John H. White, Jr.—was born November 10, 1933, in Cincinnati, Ohio, the son of an accountant. He is still fond of that city and retains a membership in the Cincinnati Historical Society, which has devoted six of its illustrated *Bulletins* to his writings. Two of them are: *By Steam Car to Mt. Lookout: The Columbia & Cincinnati Street Railroad* (April '67) and *The Cincinnati Inclined Plane Railway Company: the Mount Auburn Incline and the Lookout House* (Spring '69). Both are rich in history and lore.

Jack is a six-footer, quiet-spoken and easy to get along with. He weighs a trim 175 pounds. His eyes are hazel, his hair is dark brown. Recently he grew a mustache but is not sure he will keep it. Although he is positively hostile to professional sports, as I am, he keeps physically fit with swimming, walking, and good nutrition. Unmarried, he loves, after a fashion, a lively, little, old, wire-haired terrier named Phoebe.

Jack (in 1961) with pet dog, Phoebe.

Thus far, he has had 20 articles published on railroad subjects, particularly the history of rolling stock. One of them, *Septimus Norris and the Origins of the Ten-Wheel Locomotive,* illustrated, was reprinted for private circulation from *Technology and Culture* (Jan. '68). He has also written two hard-cover books: *Cincinnati Locomotive Builders* (1965) and *American Locomotives: An Engineering History, 1830-1880* (1968).

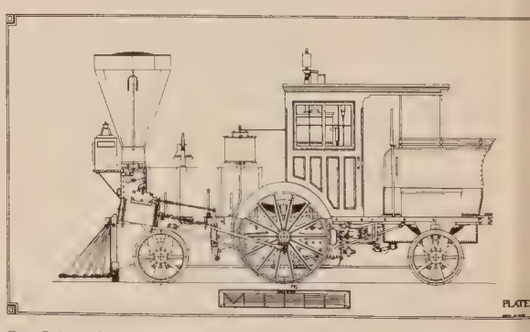
The latter was published by Johns Hopkins Press, Baltimore, Md., and sells at $20. Our review of it stated: "The exposition is delightfully thorough and accurate . . . just about every aspect of locomotive design is covered, explained, and illustrated. The appendices give brief biographies of pioneer builders, detailed specifications of some early engines, and a chronology of American locomotive development, 1795-1875. All this adds up to an interesting, comprehensive, and useful reference work." The *Library Journal* selected it as one of the best 100 books in science and technology.

According to David P. Morgan, editor of *Trains,* our railfan of the month "ventures where others fear to tread—into pre-1880 steam locomotive history, uncovering as he goes such exotica as locomotive builders in Cincinnati (of all places) and how much L&N's *General* resembles the original Rogers 4-4-0 of that name."

"He did surprise me once," Dave continues. "We have in common a great affection for the Southern Railway Ps-4 Pacific, No. 1401, that resides in the Smithsonian Institution. I innocently said in correspondence that one of her claims to fame was the fact that she helped forward the F.D.R. funeral train of 1945 and that it would be nice if this fact were stated on the explanatory placard next to the exhibit. Apparently the idea horrified John who is, it develops, a conservative. Later, I mentioned the incident to Prof. George W. Hilton, a friend of John White, and he replied: 'I'll say this for John; he's the only reactionary I know who calls himself a reactionary.' "

Well, not quite. "Politically," Jack tells me, "I am a middle-of-the-roader but tend to lean to the right. I dislike extreme positions."

Hilton is the author of two popular railfan books, *The Ma & Pa* and *Great Lakes Car Ferries.* He replaced Jack as curator of Rail Transportation at the Smithsonian for the 1968-'69 academic year. Says he: "White is scholarly; his books prove it. Those on Cincinnati locomotive builders and American engines before 1880 are models of comprehensiveness and detail. As I have argued in *Trains,* there is no substitute for enthusiasm in scholarship. My friend's books show that desire to perfect the research out of enthusiasm for the subject beyond the level to which either pursuit of royalties or professional advancement would drive him."



Jack's fine draftsmanship is shown in this drawing of Cumberland Valley's *Pioneer* (1851), which pulled one of the world's first railroad sleeping cars.
Courtesy of the Smithsonian Institution

A very popular exhibit at the Smithsonian Institution is this model of the New York Elevated Railroad in 1880.
Courtesy of the Smithsonian Institution

Several men in the White family tree had railroad associations, including a New York Central locomotive engineer and a Cincinnati Traction Co. claim agent, but apparently none of them influenced Jack's yen for railroads and streetcars. As a small boy, "giant hissing steam locomotives" filled him with fascination and an unexplainable dread.

While in high school, he lived not far from the Cincinnati Union Terminal roundhouse and spent much free time there, particularly on week-ends. He also familiarized himself with the city's streetcar system, which was then being phased out. For a time he worked at the B&O freight house, unloading cars, his only first-hand experience with the industry.

Aside from Jack's formal training in history in public schools and Miami University, the part of his education that best prepared him for a museum career was part-time work in the fields of mechanics and engineering. From pressing bearings into gear boxes and doing general assembly work, he turned to drafting, which gave him a practical knowledge of mechanics. Later, he became involved in research for the Cincinnati Historical Society.

In 1958, after graduating from Miami University with a B.A. degree, Jack hired out to the Smithsonian Institution as an aide. Later that year he was made an assistant curator. In 1967 he became curator in charge of the Division of Transportation—a title he still holds—and in April, 1969, he was promoted to the chairmanship of the Department of Industries.

The Smithsonian prefers Ph.D.'s for its curatorships. The fact that this man holds one without a graduate degree is no mean achievement. He was hired partly because of his background in rail history, partly for his skill in draftsmanship.

"Unfortunately," laments Professor Hilton, "White is a good administrator and runs the Division of Transportation very well. This led to his latest promotion, which, by my standards,

wastes his precious time on administrative duties and cuts down on his opportunities for research. I counseled him against taking the promotion. Even today I try to talk him out of sticking with the higher position and I invariably address letters to him as 'Curator of Rail Industries' rather than as 'Chairman, Department of Industries.'"

Jack is a pleasant man with a low-pressure personality. He dresses conservatively in tweed jackets, dark blue suits, and dark topcoats and he lives in a restored Victorian house that shows impeccable taste and a liking for the 19th century which most curators share.

Among his leisure-time favorite readings are Victorian novels and biographies, especially the latter. His hobbies include carpentry and working at odd jobs around the house.

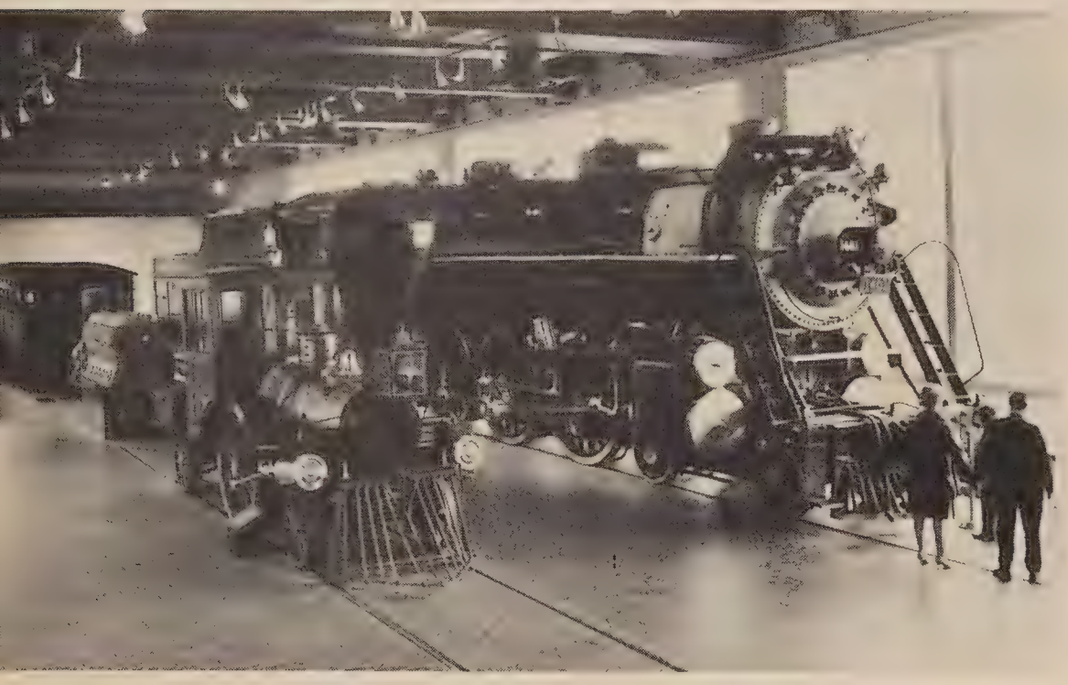
"I have restored four houses, refurbished them," Jack comments. "I find home repairs and a little shop work relaxing after a day at the office. I also have an interest in antique dealers, particularly in the early Victorian period, and have furnished my house in that manner."

"He has lived in some interesting homes in Washington, D.C.," writes a longtime Cincinnati friend, Herbert Pence, Jr. "The outside of one on Independence Avenue looked like an ad for urban renewal, but the inside was elegant, even boasting a genuine antique tin bathtub. Jack's taste in furnishings is superb. Walk into his living room or bedroom and you step back across a century."

Herb recalls how Jack showed his engineering talent as a lark when they were students together at Miami University. Each year a fraternity took over the school gym and staged a midway to raise money for some worthy cause. On the appointed Saturday night, Jack unveiled his creation, a guillotine that he said was superior to the ones in actual use in France at that time. For a ticket, a saucy co-ed would pin the name of any professor you designated onto a dummy. A frat brother hoisted the blade to the top. Then, with a thud, it beheaded the dummy. The school administration took a dim view of this stunt.

For a decade Herb and Jack went on many railfan trips together. "We both liked steam and electric traction," Herb tells me, "although he was nuts for the former while I chased the latter. This was good; otherwise we both might have gotten into a rut. Jack was the guiding light behind the preservation of the parlor car *Kentucky* of the Cincinnati, Newport & Covington Railway, which operated Kentucky's last streetcar line. In 1950, after the line's abandonment, the car was placed in Devou Park. Virtually alone, he prepared it for exhibition. Later, he organized a crew which built an open shed over the car to protect it further."

W. Graham Claytor, Jr., president of the Southern, describes Jack White as "that rare human being, a scholar and truly competent historian who is also a dyed-in-the-wool railfan." He says Jack, as a curator at the Smithsonian, "was entirely responsible for having enlivened the railroad exhibit there by adding sound to our Ps-4 steam locomotive, the 1401. He arranged for this in 1966 by sending a party of professional recording engi-



Two famous engines are displayed in the Smithsonian's Railroad Hall: the Chicago & North Western's old *Pioneer* and the Southern Railway's 1401, class Ps-4.

Also exhibited there is historic Camden & Amboy passenger car built in 1836.

A window view of the Railroad Hall, shows the 1401, which pulled President Franklin D. Roosevelt's funeral train.
Photos on these two pages courtesy of Smithsonian Institution

neers and technicians on a railfan trip pulled by the Tennessee Valley Railway Museum's 4501 but with the 1401's own whistle installed on the engine to make the sound authentic."

Lawrence W. Sagle, railroad author and retired curator of the Baltimore & Ohio Museum, now living in Towson, Md., has known Jack as a friend ever since the latter was first employed by the Smithsonian in 1958.

"When I was still in the saddle," he writes, "I often visited the Smithsonian and he frequently came to the B&O Museum in Baltimore, Md. We worked together on many projects and I was able to send him much old B&O material of historical value (drawings, books, photographs, etc.) that was about to be scrapped. Jack is a recognized authority on old locos and other railroad equipment. Before retiring, I tried to get the Smithsonian to take over the B&O Museum; but, although Jack was in my corner, the head man said no, on the ground that the Smithsonian did not want to operate a property so far from Washington.

"I wonder how long a privately-owned railroad company will continue to keep and cherish such a valuable collection of treasures like the one in Baltimore, which is now being run by inexperienced men in what I consider an amateurish way."

Arthur D. Dubin, one of America's top authorities on the history of railroad passenger cars, tells me: "John White has the warmth and generosity which makes him a good friend upon first meeting. It is always with pleasure that the Dubin family welcomes him during his visits to Chicago. An interesting experience of mine was to assist him in securing the fabled Pullman-Standard photographic negatives for the Smithsonian Institution. I particularly enjoyed working with Jack and with George Krambles for four days in the old Pullman warehouse building, sorting thousands of the precious glass plates prior to their shipment to Washington. That was a labor of love."

The late Lucius Beebe made good use of those same plates to illustrate his huge, elegant volume on Pullman cars. But getting back to our subject, Jack White has a strong interest in classical music, particularly such 18th century composers as Mozart and Handel. "Modern music," he shudders, "is an abomination."

A few weeks ago Jack became editor of the Railway & Locomotive Historical Society *Bulletin,* succeeding Charles E. Fisher, president of the Society, who had been editing the *Bulletin* for 50 years. Thereupon, he invited me to join the Editorial Advisory Board, and I accepted. It is an honor to work with a man like Jack White.

"I began reading *Railroad Magazine* at age 10 or 12," he tells me, "picking up my first copy from a drugstore news-stand. The fact that there was such a publication fascinated me, but I did not begin buying it steadily until several years later. *Railroad's* great years, in my opinion, were the 1940's, when good mechanical and historical articles, usually well written, appeared on a regular basis. But I still enjoy the magazine today."

One facet he likes is our emphasis on steam power. As Lucius *le Grand* did, Railfan No. 93 lives mainly in the past, in the beautiful houses, furnishings, and music of bygone days. Some readers—not many—tell us that they, too, prefer the issues of *Railroad Magazine* that had a small page size. Unlike the subject of this article, most of them are oldtimers.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***How big is Santa Fe's Argentine yard in Kansas City, Kansas?***

Altogether, 9.8 miles long and between 180 and 6,440 feet wide. Facilities include a 48-track classification yard plus a receiving, departure, and transfer yard. An average of 6,200 cars move through Argentine daily. Santa Fe estimates that the number of piggyback trailers and containers passing through in a year would be enough to cover more than 1,200 miles of highway, bumper to bumper. Originally built in 1954, many improvements and enlargements have been made since then.

2 ***Which state has the most railroad employes?***

Illinois. Here is a list of the top ten states in order of railroad employment from the most recent A.A.R. figures, covering Class I and Class II roads; also switching and terminal companies:

Illinois	**60,650**
Pennsylvania	**51,570**
California	**40,440**
Ohio	**40,290**
New York	**36,790**
Texas	**29,510**
Misssouri	**20,890**
Indiana	**20,260**
Michigan	**19,740**
Minnesota	**18,930**

3 ***What are the main railroad exhibits in the Smithsonian Institution in Washington, D.C.?***

There are several full-size pieces of railroad equipment, including Southern Railway's No. 1401, a 280-ton Pacific; an 1851 woodburner, *Pioneer*, ex-Cumberland Valley; and a diesel loco from the *Pioneer Zephyr*. Nearby is a Seattle cable car of 1888 standing on cable-railway tracks, and a Camden & Amboy passenger car, built around 1836, the oldest eight-wheel passenger car in existence.

Also on display are numerous models, plus exhibits featuring the history of different kinds of rail, couplers, brakes and freight cars.

4 ***What was the* Egyptian Zipper?**

A Chicago & Eastern Illinois passenger train which ran between Danville and Cypress, Ill. It crossed a section of Illinois known as "Little Egypt," with such towns as Karnak, Thebes, and Cairo. The *Zipper* ran between Chicago and St. Louis. The New York Central had a passenger train, the *Egyptian,* which ran between Chicago and Cairo. In the late 'thirties the *Egyptian Zippers* were made up of American Car & Foundry streamlined, air-conditioned, rail motor cars. Today, the C&EI is freight-only.

5 ***What is the staff system and what are staff machines?***

Roger Arcara answers: "On single-track railroads, trains operating in both directions need protection against collisions. This may take the form of signaling. It may also take the form of the authority system, in which only one train is permitted to occupy a single track at one time.

"The actual authority for occupying the track is a staff—a wooden or metal bar, stick, lantern, etc., of which only *one* is authorized for each section of track. An engineer entering this track must stop, pick up the staff, and then keep it while on the track which that staff protects. As he leaves the section, he must stop and relinquish it so the train waiting to enter the track from the opposite direction may pick it up. In this way, only one train may use the protected section of track at a time.

"Some roads use a device on the locomotive to catch a staff on the run. The staff is hung in a lineside machine similar in operation to a mail-sack stand, and an arm on the loco grabs it as the engine passes the stand. These stands are staff machines."

6 ***How does the new* per diem *time, value, and distance rule work?***

Douglas R. Stephenson of the A.A.R. answers: "The new *per diem* system provides for payment of car hire on time basis only, under nine multi-level daily rates. The order of the I.C.C. requires payment of a daily charge plus a mileage charge for each line-haul mile each car is moved on the foreign railroad."

7 ***What is the new Swedish system of tilting passenger cars on curves?***

It operates on the principle of air-suspension. When the coaches approach a curve, an electronic pendulum, also called an accelerometer, senses the lateral acceleration in the curve. The deflection of the pendulum determines the tilting angle; coaches are tilted automatically. When the train comes out of the curve, it resumes a vertical position. The advantage of the system is that it can allow up to 35 percent higher speeds through curves without costly modifications to tracks or coaches. Also, it offsets the effects of centrifugal force to give a more comfortable ride for passengers. ASEA, a big Swedish electrical firm, developed it; Swedish State Railways is now testing it. If successful, it will cut down considerably on traveling time.

8 ***Regarding the Jan. 27, 1970, derailment of an RF&P passenger train, do you know what kind of track was involved?***

Yes, the conventional 39-foot, 140-pound rail, manufactured by Bethlehem Steel Corp. It was installed by the Richmond, Fredericksburg & Potomac in 1953 with six-hole, 36-inch joint bars. There is no indication, however, that the rail or ballast contributed to the derailment, which killed 3 persons and injured 50 near Franconia, Va.

9 ***Please print the poem,* "That Old Yearning."**

Here it is, by Chauncey Del French:

When you miss the pound of the drivers
And the scream of the flange on the rail,
When the air pump throbs like a woman's sob,
And the longing comes to get back on the job—
You're a rail, boy, you're a rail.

When the semaphore arms seem to beckon,
And the marker-lights wink as they pass;
When you long for the pitch of a tossing deck
And a trickle of sweat on the back of your neck—
You're a rail, man, you're a rail.

When the days and the nights are lonely
And you dream of the crews you knew;
When your memory pictures the runs you made
And the thrill you got when you made the grade—
You're a rail, old man, you're a rail.

Running Extra

Regarding the largest drivers ever made (June issue), Elmer Blackstaff,

Gen. Delivery, Ladysmith, V.1., B.C., Canada, tells us that a check with the Clapham Transport Museum in London, England, reveals that it owns a Great Western Railway loco with drivers 12 feet in diameter!

Photos and loco specifications for CN operations in the 1940's are sought by Geo. B. Carpenter, 587 Rhodes Drive, Palo Alto, Calif. 94303.

"What steam loco was used in the color film *Shenandoah;* also, where was the sequence filmed? That 1965 feature starred Jimmy Stewart and had a Civil War setting."—Tony Reznak, Jr., Box 755, Wilkes-Barre, Pa. 18703.

James Morley, 4200 White Birch, Keego Harbor, Mich. 48033, has several copies of 1969 *Official Guides.* He offers to mail one to anybody who will pay the postage, first-come, first served, as long as his tiny supply lasts. Send him a stamped envelope for reply.

"How many steamers were sent overseas during World War II? How many were sunk in transit?"—Philip Coffey, 185 Mallard Dr., Rochester, N.Y. 14622.

Charles H. Stats is doing research on the Marinette, Tomahawk & Western in Wisconsin. He says the road does not have any early records, and wants to correspond with anyone having info. on the early history, or that of a predecessor road, the Wisconsin & Chippewa. Write him at 1104 South Oak Park Ave., Oak Park, Ill. 60304.

Swedish International Press Bureau, Stockholm

Electronic pendulum device tilts cars automatically on curves (see Question 7).

A high-school student living in a Buffalo suburb is looking for railfans his age, in his area. Write to Gregg Spindler, 135 Capen Blvd., Amherst, N.Y. 14226.

Data about the worst railroad accident in history (June *Mail Car*) comes from Carl Whittaker, CMR Box 2612, Griffiths AFB, N.Y. 13440. He says it took place in Mondane, France, on Dec. 12, 1917, when the train's brakes failed on a grade. The train went out of control and crashed over a bridge, killing 543 persons. Another horrible accident occurred in World War II when 521 were killed by smoke and fumes when a train stalled in a tunnel near Muro on March 3, 1944.

David E. Reuss, whose comments appear in this month's *Transit Topics,* says he couldn't find the old ex-Inland Empire car 360, the *Kootnai* (later PNT No. 60), which used to stand beside the Interstate Freeway north of Bellingham, Wash. It had been removed from its concrete foundation. Anyone know where it is?

"When did New York Central start repainting its motive power black on its hood units and grey and white stripes on cab units?"—Steve Zabley, 24108 Dartmouth, Dearborn, Mich.

"Dec. '33 *Popular Mechanics* discussed the problems of moving a large locomotive to the Franklin Institute in Philadelphia. Special tracks were laid, the engine was pulled a few feet, then tracks were removed and relaid, repeating the process. She was the 60,000 built by Baldwin. Who can tell me her history?"—Ronald L. Stuckey, 1526 Mills Ave., Indianapolis, Ind. 46227.

Page 13: Upper photo shows testing concrete slab for pile for new bridge on Illinois Central mainline at Pass Manchac, La., 37 miles north of New Orleans. Bridge will connect Lake Maurepas with Lake Ponchartrain. Men swing out over water to the pile, then return to derrick on cables that carry the slab. (*Lower photo*) New Louisville & Nashville employes, strapped high up on telegraph poles, play with basketball as part of month-long training program for work as polemen in the railroad's communications department.

Memories of the Now-Abandoned

SOUTHERN APPALACHIAN RAILWAY

Bellowing plumes of steam and smoke, the Southern Appalachian's Porter-built loco arrives in Burnsville, N.C., for the last time.
Photograph by Michael A. Eagleson

At train time at Micaville, N.C., the passengers get ready to climb aboard. Lady in center unwisely walked on rails.
Photos on this page by Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

WHAT did Brooklyn and North Carolina's Appalachian hill country have in common? For one thing, a 1917 Porter-built locomotive. For many years, this O-6-OT was operated by the Brooklyn Eastern District Terminal Railroad. Then she made her home on an admittedly more scenic 12½-mile tourist line, the Southern Appalachian.

Like some other tourist lines, it was located in a remote area and never had enough capital for efficient operation. And so, alas! it folded up shortly after these pix were taken.

As you can see from the photos, it had no phony balloon stacks or gaudy paint jobs. The 1½-hour ride crossed an unspoiled valley, populated with rhododendrons and other mountain flowers. Nearby, the South Toe River rushed past; passengers could sit back and enjoy themselves without the benefit of Jesse James stickups or cardboard frontier towns.

The SA coach was ex-Pennsy, built in Altoona Shops in 1916 as an electric MU car. Who can tell us what happened to the road's old equipment?

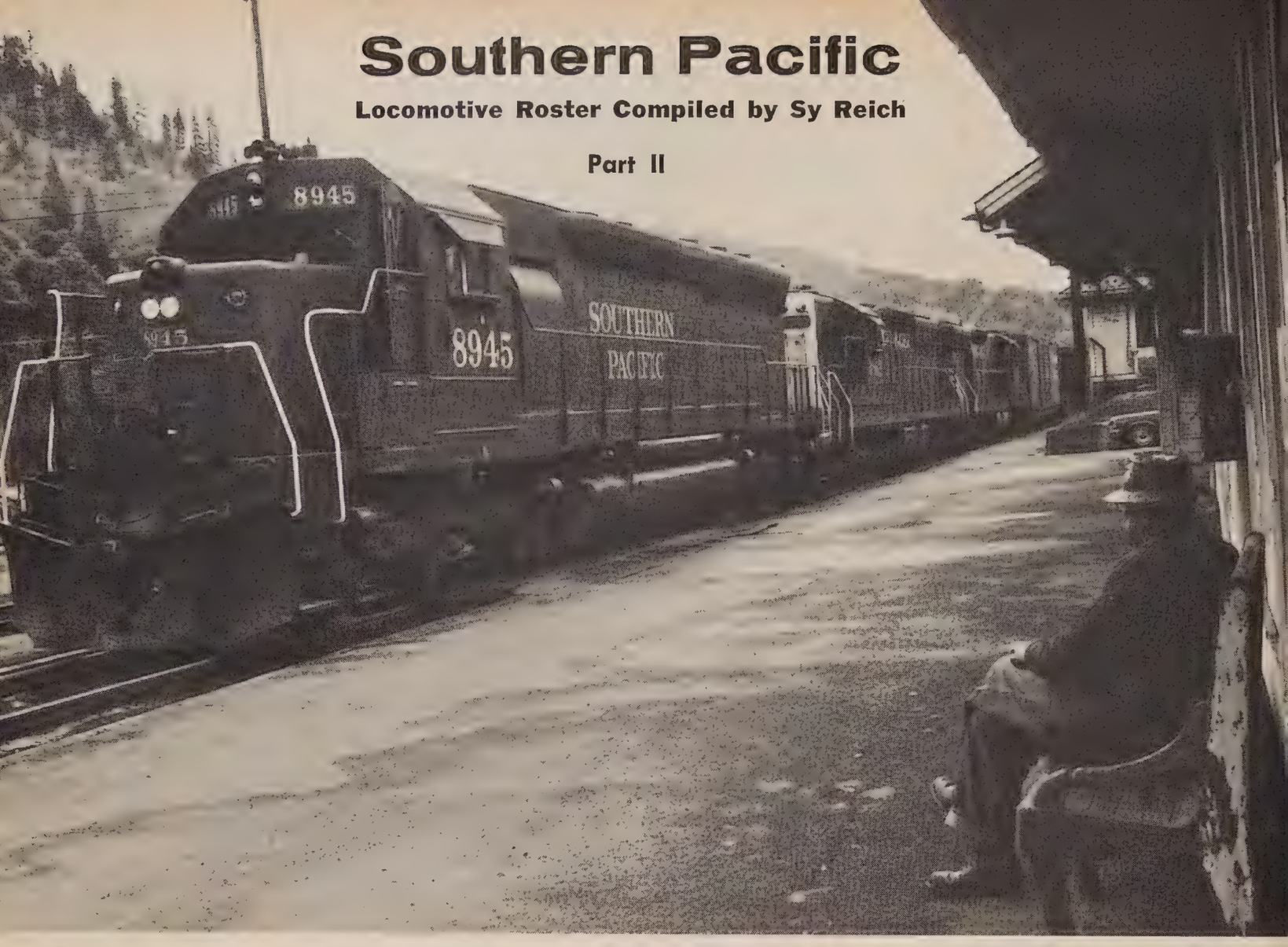
—Al Herskovits

A bridge, built in 1891, connected the Southern Appalachian with the Clinchfield at Kona Junction, N.C. Road was formerly known as the Black Mountain Railroad.

Southern Pacific

Locomotive Roster Compiled by Sy Reich

Part II



During a break in heavy rainfall, northbound Southern Pacific freight pauses at the station in the old railroad town of Dunsmuir, Calif., May '70 (Part 1 of roster, last month, included all numbered notes. See also page 64 of current issue.)

Bill Robertson, 504 Mt. View Ave., Belmont, Calif. 94002

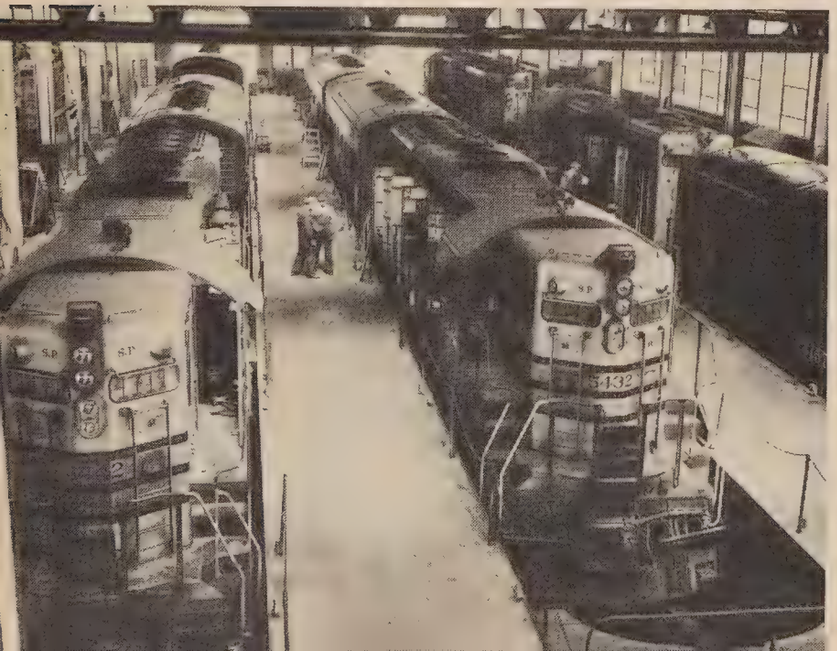
Old Class	New Class	Numbers		HP	Bldr.	Bldr.s' Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
DS-104	AS 410-2	New 1701-1702	Old 1330-1331	1000	A-GE	S2	B-B	57,700	230,800	1942	3
DS-104	AS 410-2	New 1703-1705	Old 1336, 1339, 1343	1000	A-GE	S2	B-B	57,700	230,800	1942	3
DS-105	AS 410-3	New 1706	Old 1347	1000	A-GE	S2	B-B	57,900	231,700	1943	3
DS-105	AS 410-3	New 1707-1710	Old 1349-1350, 1352-1353	1000	A-GE	S2	B-B	57,900	231,700	1943	3
DS-105	AS 410-3	New 1711-1714	Old 1355-1356, 1358, 1360	1000	A-GE	S2	B-B	57,900	231,700	1943	3
DS-105	AS 410-3	New 1715-1718	Old 1364-1367	1000	A-GE	S2	B-B	57,900	231,700	1944	3
DS-105	AS 410-3	New 1720	Old 1370	1000	A-GE	S2	B-B	57,900	231,700	1944	3
DS-105	AS 410-3	New 1721-1722	Old 32-33	1000	A-GE	S2	B-B	?	?	1943	3
DS-105	AS 410-3	New 1723	Old 34	1000	A-GE	S2	B-B	?	?	1943	3
DS-105	AS 410-3	New 1724-1726	Old 36-38	1000	A-GE	S2	B-B	57,900	231,700	1944	3
DS-105	AS 410-3	New 1727-1730	Old 39-42	1000	A-GE	S2	B-B	57,900	231,700	1947	3
DS-105	AS 410-3	New 1731-1735	Old 43-47	1000	A-GE	S2	B-B	57,900	231,700	1947	3
DS-105	AS 410-3	New 1736	Old 48	1000	A-GE	S2	B-B	?	?	1947	3
DS-105	AS 410-3	New 1737-1741	Old 49-53	1000	A-GE	S2	B-B	57,900	231,700	1947	3
DS-105	AS 410-3	New 1742-1749	Old 54-61	1000	A-GE	S2	B-B	57,900	231,700	1947	3
DS-105	AS 410-3	New 1750-1759	Old 62-71	1000	A-GE	S2	B-B	57,900	231,700	1949	3
DS-105	AS 410-3	New 1760-1765	Old 89-94	1000	A-GE	S2	B-B	57,310	229,250	1950	
DS-105	AS 410-3	New 1766-1768	Old 1386, 1390, 1392	1000	A-GE	S2	B-B	57,900	231,700	1944	3
DS-105	AS 410-3	New 1769-1781	Old 1426-1433, 1436-1440	1000	A-GE	S2	B-B	57,310	229,250	1950	
DS-111	AS 410-4	New 1782-1786	Old 95-99	1000	A-GE	S4	B-B	57,480	229,930	1951	
DS-111	AS 410-4	New 1787-1791	Old 100-104	1000	A-GE	S4	B-B	57,480	229,930	1951	
DS-111	AS 410-4	New 1792-1798	Old 1464-1470	1000	A-GE	S4	B-B	57,480	229,930	1951	
DS-111	AS 410-4	New 1799-1813	Old 1471-1485	1000	A-GE	S4	B-B	57,480	229,930	1952	3
DS-115	AS 410-5	New 1814-1825	Old 1514-1525	1000	A-GE	S4	B-B	57,600	230,400	1952-3	
DS-115	AS 410-5	New 1826-1828	Old 1526-1528	1000	A-GE	S4	B-B	57,600	230,400	1953	
DS-119	AS 410-6	New 1829-1835	Old 1551-1557	1000	Alco	S4	B-B	61,660	246,650	1955	
DS-119	AS 410-6	New 1836-1845	Old 1558-1567	1000	Alco	S4	B-B	61,660	246,650	1955	
Z-10	BS 410C-1	New 1850	SSW 1022	1000	Bald	VO 1000	B-B	59,812	245,350	1945	25
Z-10	BS 410C-2	New 1851-1854	SSW 1023-1024, 1026-1027	1000	BW	DS 4-4-1000	B-B	60,650	242,500	1947-8	25
DS-106	BS 410-2	New 1856-1857	Old 1375-1376	1000	Bald	VO 1000	B-B	59,000	236,000	1943	3
DS-107	BS 410-3	New 1859	Old 1373	1000	Bald	VO 1000	B-B	59,400	237,500	1944	3
DS-107	BS 410-3	New 1860-1862	Old 1380-1382	1000	Bald	VO 1000	B-B	59,400	237,500	1944	3
DS-108	BS 410-4	New 1863-1869	Old 1393, 1396-1397, 1399-1402	1000	BW	DS 4-4-1000	B-B	57,275	229,100	1948	3
DS-200	——	Old 1900-1902	No new numbers	380	GE	44-ton	B-B	22,300	89,200	1942	26
DS-201	——	Old 1903	No new number	380	GE	44-ton	B-B	22,300	89,200	1945	26
DS-202	——	Old 1904	No new number	380	GE	44-ton	B-B	22,300	89,200	1946	26
DS-202	——	Old 1905	No new number	380	GE	44-ton	B-B	26,400	88,000	1942	26

Old Class	New Class	Numbers		HP	Bldr.	Bldr.s' Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Z-10	ES 410C-1	New 1900-1901	SSW 1050-1051	1000	EMD	NW2	B-B	60,375	241,490	1949	18
Z-10	ES 410C-2	New 1902-1903	SSW 1052-1053	1000	EMD	NW2	B-B	62,100	243,050	1949	3
DS-101	ES 410-1	New 1904-1913	Old 1310-1319	1000	EMD	NW2	B-B	62,100	248,300	1941	3
DS-109	ES 410-2	New 1914-1930	Old 72-88	1000	EMD	NW2	B-B	61,654	246,580	1949	3
DS-109	ES 410-2	New 1931-1953	Old 1403-1425	1000	EMD	NW2	B-B	61,645	246,580	1949	
DS-110	BS 412-1	New 2100-2113	Old 1442-1455	1200	BLHW	S-12	B-B	59,090	236,350	1951	3
DS-110	BS 412-1	New 2114-2120	Old 1456-1463	1200	BLHW	S-12	B-B	59,090	236,350	1951	
DS-112	BS 412-2	New 2121-2123	Old 105-107	1200	BLHW	S-12	B-B	59,625	238,500	1952	3
DS-114	BS 412-3	New 2124-2125	Old 121-122	1200	BLHW	S-12	B-B	59,940	239,750	1952	7
DS-114	BS 412-3	New 2126-2145	Old 1492-1513	1200	BLHW	S-12	B-B	59,940	239,750	1952-3	
DS-118	BS 412-4	New 2146-2157	Old 1539-1550	1200	BLHW	S-12	B-B	62,185	248,750	1953	
Z-12	ES 412C-1	New 2200-2203	SSW 1054-1057	1200	EMD	SW7	B-B	60,838	243,350	1950	
Z-12	ES 412C-2	New 2204-2207	SSW 1058-1061	1200	EMD	SW9	B-B	60,815	243,260	1951-2	
DF-400	ES 412-1	New 2208-2212	Old 108-112	1200	EMD	SW9	B-B	61,835	247,350	1953	
DF-401	ES 412-2	New 2213-2218	Old 113-118	1200	EMD	SW1200	B-B	62,320	249,280	1954	
DF-402	ES 412-3	New 2219-2223	Old 123-127	1200	EMD	SW1200	B-B	61,910	247,640	1957	
Z-12	ES 412C-3	New 2250-2257	SSW 1062-1069	1200	EMD	SW1200	B-B	62,550	249,400	1964	
Z-12	ES 412C-4	New 2258-2261	SSW 1070-1073	1200	EMD	SW1200	B-B	61,850	247,400	1964	
DS-123	ES 412-4	New 2262-2271	Old 1597-1606	1200	EMD	SW1200	B-B	62,180	248,720	1964-5	
DS-124	ES 412-5	New 2272-2288	Old 1607-1623	1200	EMD	SW1200	B-B	62,370	249,470	1965	
———	ES 412C-5	New 2289-2293	No old numbers	1200	EMD	SW1200	B-B	61,550	246,200	1966	
DS-113	FS 412-1	New 2350-2355	Old 1486-1491	1200	FM	H12-44	B-B	62,000	248,000	1952	
DS-117	FS 412-2	New 2356-2362	Old 1529-1535	1200	FM	H12-44	B-B	62,250	248,000	1952	
DS-117	FS 412-2	New 2363-2365	Old 1536-1538	1200	FM	H12-44	B-B	62,250	249,000	1953	
DS-120	FS 412-3	New 2366-2369	Old 1568-1571	1200	FM	H12-44	B-B	61,193	244,770	1956	
DS-120	FS 412-3	New 2370-2372	Old 1572-1574	1200	FM	H12-44	B-B	61,193	244,770	1956	
DS-120	FS 412-3	New 2373-2374	Old 1575-1576	1200	FM	H12-44	B-B	61,193	244,770	1956	6
DS-121	FS 412-4	New 2375-2384	Old 1577-1586	1200	FM	H12-44	B-B	61,335	245,340	1956	
DS-122	FS 412-5	New 2385-2394	Old 1587-1596	1200	FM	H12-44	B-B	61,230	244,920	1957	
———	AS 415-1	New 2400-2409	No old numbers	1500	A.Pr.	DL-415	B-B	62,825	251,300	1966	
———	ES 415-1	New 2450-2480	No old numbers	1500	EMD	SW1500	B-B	63,575	254,300	1967	
———	ES 415C-1	New 2481-2492	No old numbers	1500	EMD	SW1500	B-B	65,040	260,160	1968	
———	ES 415C-2	New 2493-2510	No old numbers	1500	EMD	SW1500	B-B	64,420	257,680	1968	
———	ES 415C-2	New 2511-2522	No old numbers	1500	EMD	SW1500	B-B	64,825	259,300	1969	
———	ES 415-3	New 2523-2578	No old numbers	1500	EMD	SW1500	B-B	64,476	257,900	1969	
DF-114	ES 615-1	New 2700-2708	Old 5279-5287	1500	EMD	SD7	C-C	82,475	329,900	1952-3	
DF-114	ES 615-1	New 2709-2710	Old 5288-5289	1500	EMD	SD7	C-C	89,775	359,100	1953	
DF-114	ES 615-1	New 2711-2714	Old 5290-5293	1500	EMD	SD7	C-C	82,475	329,900	1953	
DF-116	ES 615-2	New 2715	Old 5308	1500	EMD	SD7	C-C	78,725	314,900	1952	63
DF-117	ES 615-3	New 2716-2720	Old 5309-5313	1500	EMD	SD7	C-C	82,170	328,680	1953	
DF-117	ES 615-3	New 2721	Old 5314	1500	EMD	SD7	C-C	82,170	328,680	1953	
DF-117	ES 615-3	New 2722	Old 5315	1500	EMD	SD7	C-C	82,170	328,600	1953	
DF-118	ES 615-4	New 2723-2742	Old 5316-5335	1500	EMD	SD7	C-C	82,475	329,900	1953	
Z-16	AS 416C-1	New 2800-2802	SSW 308-310	1600	A-GE	RS-3	B-B	60,962	243,850	1952	18
Z-16	AS 416C-2	New 2803	SSW 311 (2nd)	1600	A-GE	RS-3	B-B	60,962	243,850	1952	18
Z-16	AS 416C-3	New 2804-2805	SSW 313-314	1600	A-GE	RS-3	B-B	61,475	245,900	1951	18
Z-16	AS 416C-4	New 2806-2807	SSW 350-351	1600	A-GE	RS-3	B-B	61,820	247,300	1951	18, 28
Z-16	AS 416C-4	New 2808-2811	SSW 352-355	1600	A-GE	RS-3	B-B	61,820	247,300	1951	18, 28
Z-16	AS 416C-5	New 2812	SSW 356	1600	A-GE	RS-3	B-B	61,200	244,800	1952	18
Z-16	AS 416C-5	New 2813-2816	SSW 357-360	1600	A-GE	RS-3	B-B	61,200	244,800	1952	18
DF-115	AS 616-1	New 2850	Old 170	1600	A-GE	RSD-5	C-C	?	?	1953	3
DF-115	AS 616-1	New 2851-2855	Old 172-176	1600	A-GE	RSD-5	C-C	?	?	1953	3
DF-119	AS 616-2	New 2856-2859	Old 155-158	1600	A-GE	RSD-5	C-C	?	?	1953	3
DF-119	AS 616-2	New 2861-2870	Old 160-169	1600	A-GE	RSD-5	C-C	81,690	326,750	1953	3
DF-123	AS 616-3	New 2871	Old 5448	1600	A-GE	RSD-5	C-C	81,250	325,000	1955	3
DF-126	AS 616-4	New 2872-2879	Old 5494-5501	1600	A-GE	RSD-5	C-C	81,505	326,030	1955	3
DF-126	AS 616-4	New 2880-2885	Old 5502-5507	1600	A-GE	RSD-5	C-C	81,505	326,030	1956	3
DS-303	AS 616-5	New 2886-2887	Old 185-186	1600	A-GE	RSD-5	C-C	?	?	1953	3
Z-16	AS 616C-1	New 2888-2890	SSW 270-272	1600	A-GE	RSD-5	C-C	81,375	325,500	1953	18
DF-608	AS 418-1	New 2900-2901	Old 5720-5721	1800	A.Pr.	RS-11	B-B	65,740	262,960	1956	29
DF-609	AS 418-2	New 2902	Old 5722	1800	A.Pr.	RS-11	B-B	65,615	262,960	1956	29
DF-610	AS 418-3	New 2903-2909	Old 5723-5729	1800	A.Pr.	RS-11	B-B	62,800	251,200	1956	
DF-613	AS 418-4	New 2910-2921	Old 5845-5856	1800	A.Pr.	RS-11	B-B	62,025	248,100	1959	
DF-613	AS 418-4	New 2922-2924	Old 5857-5859	1800	A.Pr.	RS-11	B-B	62,025	248,100	1959	
DF-614	AS 418-5	New 2925-2930	Old 5860-5865	1800	A.Pr.	RS-11	B-B	62,285	249,140	1959	
DF-615	AS 418-6	New 2931-2936	Old 5866-5871	1800	A.Pr.	RS-11	B-B	62,285	249,140	1959	
DF-127	AS 618-1	New 2950-2954	Old 7000-7004	1800	A.Pr.	RSD-12	C-C	89,440	357,750	1961	
DF-127	AS 618-1	New 2955-2970	Old 7005-7020	1800	A.Pr.	RSD-12	C-C	89,440	357,750	1961	
DF-602	EP 418-1	New 3000-3001	Old 5894-5895	1750	EMD	GP9	B-B	64,200	256,800	1954	10
DF-603	EP 418-2	New 3002-3003	Old 5601, 5603	1750	EMD	GP9	B-B	64,460	257,850	1954	
DF-606	EP 418-3	New 3004-3007	Old 5622-5625	1750	EMD	GP9	B-B	64,930	259,720	1955	
DF-603	EP 418-4	New 3008-3009	Old 5600, 5602	1750	EMD	GP9	B-B	64,460	257,850	1954	
DF-602	EP 418-5	New 3010	New 3422	1750	EMD	GP9	B-B	64,200	256,800	1954	10
DF-500	FP 624-1	New 3020-3021	Old 4800-4801	2400	FM	H24-66	C-C	95,525	382,100	1953	30
DF-501	FP 624-2	New 3022-3025	Old 4802-4805	2400	FM	H24-66	C-C	94,830	379,320	1953	
DF-501	FP 624-2	New 3026-3029	Old 4806-4809	2400	FM	H24-66	C-C	94,830	379,320	1953	
DF-501	FP 624-2	New 3030-3033	Old 4810-4813	2400	FM	H24-66	C-C	94,830	379,320	1954	
DF-501	FP 624-2	New 3034-3035	Old 4814-4815	2400	FM	H24-66	C-C	94,830	379,320	1954	
———	EP 636-1	New 3200-3209	No old numbers	3600	EMD	SDP45	C-C	102,500	410,230	1967	
DF-600	EF 418-1	New 3400-3410	Old 400-410	1750	EMD	GP9	B-B	63,350	253,400	1954	
DF-601	EF 418-2	New 3411-3420	Old 240-248	1750	EMD	GP9	B-B	63,125	252,500	1954	3
DF-602	EF 418-3	New 3421-3422	Old 5892-5893	1750	EMD	GP9	B-B	64,200	256,800	1954	10
DF-604	EF 418-4	New 3424-3428	Old 412-416	1750	EMD	GP9	B-B	63,040	252,160	1954	
DF-604	EF 418-4	New 3429-3440	Old 417-428	1750	EMD	GP9	B-B	63,240	252,960	1955	
DF-605	EF 418-5	New 3441-3458	Old 5604-5621	1750	EMD	GP9	B-B	62,520	250,080	1955	3
DF-607	EF 418-6	New 3459-3550	Old 5626-5697, 5699-5713, 5715-5719	1750	EMD	GP9	B-B	62,750	251,000	1956	3
DF-607	EF 418-6	New 3551-3560	Old 429-438	1750	EMD	GP9	B-B	63,210	252,830	1956	
DF-611	EF 418-7	New 3561-3570	Old 439-448	1750	EMD	GP9	B-B	62,200	248,800	1956	
DF-611	EF 418-7	New 3571-3640	Old 5730-5799	1750	EMD	GP9	B-B	62,550	250,200	1957	
Z-17.5	EF 418C-1	New 3641-3646	SSW 820-825	1750	EMD	GP9	B-B	62,000	248,000	1957	
Z-17.5	EF 418C-2	New 3647-3652	SSW 826-831	1750	EMD	GP9	B-B	62,000	248,000	1959	
DF-612	EF 418-8	New 3653-3662	Old 449-458	1750	EMD	GP9	B-B	62,215	248,860	1959	
DF-612	EF 418-8	New 3663-3707	Old 5800-5844	1750	EMD	GP9	B-B	62,460	249,850	1959	
DF-626	EF 418-9	New 3708-3727	Old 5872-5891	1750	EMD	GP9	B-B	62,105	248,420	1959	
DF-120	EF 618-1	New 3800-3830	Old 5340-5357, 5359-5371	1750	EMD	SD9	C-C	82,085	328,340	1954	
DF-121	EF 618-2	New 3850-3864	Old 5372-5386	1750	EMD	SD9	C-C	89,965	359,870	1955	
DF-122	EF 618-3	New 3865-3922	Old 5387-5444	1750	EMD	SD9	C-C	89,385	357,550	1955	
DF-124	EF 618-4	New 3923-3937	Old 5449-5463	1750	EMD	SD9	C-C	89,655	358,620	1956	3
DF-125	EF 618-5	New 3938-3966	Old 5464-5481, 5483-5493	1750	EMD	SD9	C-C	89,718	358,870	1956	3
DF-618	AF 420-1	New 4000-4009	Old 7300-7309	2000	A.Pr.	RS-32	B-B	63,625	254,500	1962	
Z-20	EF 420C-1	New 4030-4039	SSW 800-809	2000	EMD	GP20	B-B	65,275	261,100	1961	
Z-20	EF 420C-2	New 4040-4049	SSW 810-819	2000	EMD	GP20	B-B	65,100	260,400	1961-2	
DF-617	EF 420-1	New 4050-4071	Old 7200-7221	2000	EMD	GP20	B-B	64,125	256,500	1962	3
DF-617	EF 420-1	New 4072-4083	Old 7222-7233	2000	EMD	GP20	B-B	64,125	256,500	1962	
DF-620	EF 420-2	New 4084-4087	Old 7234-7237	2000	EMD	GP20	B-B	64,790	259,170	1962	31
DS-600	ES 408-1	Old 4600	New 1100	800	EMD	TR6A	B-B	51,715	206,870	1950	23, 62
DS-600	ES 408-1	Old 4601-4603	New 1101-1103	800	EMD	TR6A	B-B	51,715	206,870	1951	23
DS-602	ES 408-2	Old 4604-4611	New 1109-1116	800	EMD	SW8	B-B	52,875	211,500	1953	23
DS-603	ES 408-3	Old 4612-4621	New 1117-1126	800	EMD	SW8	B-B	55,265	221,060	1953	23
DS-604	ES 408-4	Old 4622-4623	New 1127-1128	800	EMD	SW8	B-B	57,335	229,340	1954	23
DS-605	ES 409-1	Old 4624-4625	New 1170-1171	900	EMD	SW900	B-B	58,150	232,600	1954	23
DS-606	ES 409-2	Old 4626-4633	New 1172-1179	900	EMD	SW900	B-B	59,180	236,720	1954	23
DS-607	AS 409-5	Old 4634-4645	New 1270-1281	900	A.Pr.	S6	B-B	58,820	235,280	1955-6	23
DS-601	ES 408B-1	Old 4700	New 1150	800	EMD	TR6B	B-B	51,715	206,860	1950	23, 62

Old Class	New Class	Numbers		HP	Bldr.	Bldr.s' Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
DS-601	ES 408B-1	Old 4701-4703	New 1151-1153	800	EMD	TR6B	B-B	51,715	206,860	1951	23
DF-500	FP 624-1	Old 4800-4801	New 3020-3021	2400	FM	H24-66	C-C	95,525	382,100	1953	30
DF-501	FP 624-2	Old 4802-4805	New 3022-3025	2400	FM	H24-66	C-C	94,830	379,320	1953	
DF-501	FP 624-2	Old 4806-4809	New 3026-3029	2400	FM	H24-66	C-C	94,830	379,320	1953	
DF-501	FP 624-2	Old 4810-4813	New 3030-3033	2400	FM	H24-66	C-C	94,830	379,320	1954	
DF-501	FP 624-2	Old 4814-4815	New 3034-3035	2400	FM	H24-66	C-C	94,830	379,320	1954	
DF-502	AF 624-1	Old 4816-4818 (first)	Old 250-252	2400	A.Pr.	RSD-15	C-C	92,375	369,500	1959	9
DF-503	EF 625-1	Old 4816-4844 (second)	New 6900-6928	2500	EMD	SD35	C-C	97,540	390,150	1964-5	
DF-504	AF 628-2	Old 4845-4869	New 7104-7128	2750	A.Pr.	DL-628	C-C	97,710	390,850	1965	
DF-505	AF 628-1	Old 4870-4873	New 7100-7103	2750	A.Pr.	DL-628	C-C	97,645	390,580	1964	32
DF-105	BS 615B-1	New 4900	Old 4900	1500	BW	DRS 6-6-1500	C-C	81,575	326,300	1950	3, 33
DF-110	BS 616B-1	New 4901-4902	Old 4901-4902	1600	BLHW	AS616	C-C	80,940	323,750	1951	3, 33
DF-111	BS 616B-2	New 4903-4905	Old 4903-4905	1600	BLHW	AS616	C-C	93,675	374,700	1951	3, 33
Z-22.5	EF 423C-1	New 5000-5009	SSW 750-759	2250	EMD	GP30	B-B	65,075	260,300	1963	
DF-621	EF 423-1	New 5010-5017	Old 7400-7407	2250	EMD	GP30	B-B	66,090	264,360	1963	
DF-200	GS 407-1	New 5100-5102	Old 5100-5102	660	GE	70-ton	B-B	34,810	139,250	1949	3, 34, 35
DF-200	GS 407-1	New 5103-5109	Old 5103-5109	660	GE	70-ton	B-B	34,810	139,250	1949	3, 34, 35
DF-201	———	Old 5110-5113	No new numbers	660	GE	70-ton	B-B	34,480	137,950	1950	3, 34
DF-202	GS 407-2	New 5114	Old 5114	660	GE	70-ton	B-B	34,795	139,180	1950	34, 35
DF-203	GS 407-3	New 5115	Old 5115	660	GE	70-ton	B-B	34,715	138,860	1951	3, 34
DF-204	GS 407-4	Old 5116-5118	New ———, 5117, ———	660	GE	70-ton	B-B	34,375	137,500	1951	3, 34, 35
DF-205	GS 407-5	New 5119	Old 5119	660	GE	70-ton	B-B	34,920	139,680	1955	3, 34
DF-206	GS 407-6	New 5120	Old 5120	660	GE	70-ton	B-B	35,505	142,020	1955	34
Z-24	AF 624C-1	New 5150	SSW 850	2400	A.Pr.	RSD-15	C-C	91,250	365,000	1960	
Z-24	AF 624C-1	New 5151-5159	SSW 851-859	2400	A.Pr.	RSD-15	C-C	91,250	365,000	1960	
DF-502	AF 624-1	New 5160-5162	Old 250-252	2400	A.Pr.	RSD-15	C-C	92,375	369,500	1959	9
DF-100	———	Old 5200-5202	No new numbers	1500	BW	DRS 6-4-1500	A1A-A1A	45,350	262,800	1948	3
DF-101	BS 615-2	Old 5203-5212	New ———, ———, 5205, ———, ———, 5208, ———, ——, ———, ——	1500	BW	DRS 6-6-1500	C-C	82,250	329,000	1949	3, 36, 65
DF-103	BS 615-3	Old 5213-5217	New 5213, 5217	1500	BW	DRS 6-6-1500	C-C	81,950	327,800	1950	3, 65
DF-104	BS 615-4	Old 5218-5226	New 5218-5220, 5222-5226	1500	BW	DRS 6-6-1500	C-C	81,950	327,800	1950	3, 37
DF-105	BS 615B-1	Old 5227	New 4900	1500	BW	DRS 6-6-1500	C-C	81,575	326,300	1950	3, 33
DF-106	BS 616-2	Old 5228-5239	New 5228-5230, 5232-5236, 5238	1600	BLHW	AS616	C-C	80,830	323,310	1950	3, 38
DF-107	BS 616-3	Old 5240-5242	New 5240-5242	1600	BLHW	AS616	C-C	80,790	323,150	1951	3
DF-107	BS 616-5	Old 5243	New 5243	1600	BLHW	AS616	C-C	80,790	323,150	1951	3
DF-107	BS 616-3	Old 5244	New 5244	1600	BLHW	AS616	C-C	80,790	323,150	1951	
DF-107	BS 616-5	Old 5245	New 5245	1600	BLHW	AS616	C-C	80,790	323,150	1951	
DF-107	BS 616-3	Old 5246-5248	New 5246-5248	1600	BLHW	AS616	C-C	80,790	323,150	1951	3
DF-108	———	Old 5249	No new number	1600	BLHW	AS616	C-C	80,790	323,150	1951	39
DF-109	BS 616-4	Old 5250-5252	New 5252	1600	BLHW	AS616	C-C	94,285	377,150	1951	3, 40
DF-112	BS 616-5	Old 5253-5278	New 5254-5259, 5262-5264, 5266-5270, 5272, 5274, 5276-5278	1600	BLHW	AS616	C-C	82,530	330,130	1952	3, 38, 41, 42, 65
DF-114	ES 615-1	Old 5279-5287	New 2700-2708	1500	EMD	SD7	C-C	82,475	329,900	1952-3	
DF-114	ES 615-1	Old 5288-5289	New 2709-2710	1500	EMD	SD7	C-C	89,775	359,100	1953	
DF-114	ES 615-1	Old 5290-5293	New 2711-2714	1500	EMD	SD7	C-C	82,475	329,900	1953	
DF-115	———	Old 5294	No new number	1600	A-GE	RSD-5	C-C	81,775	327,100	1953	43
DF-115	———	Old 5295	No new number	1600	A-GE	RSD-5	C-C	81,775	327,100	1953	43
DF-115	———	Old 5296-5302	No new numbers	1600	A-GE	RSD-5	C-C	81,775	327,100	1953	43
DF-115	———	Old 5303-5307	No new numbers	1600	A-GE	RSD-5	C-C	81,775	327,100	1953	43
DF-116	ES 615-2	Old 5308	New 2715	1500	EMD	SD7	C-C	78,725	314,900	1952	63
DF-117	ES 615-3	Old 5309-5313	New 2716-2720	1500	EMD	SD7	C-C	82,170	328,680	1953	
DF-117	ES 615-3	Old 5314	New 2721	1500	EMD	SD7	C-C	82,170	328,680	1953	
DF-117	ES 615-3	Old 5315	New 2722	1500	EMD	SD7	C-C	82,170	328,600	1953	
DF-118	ES 615-4	Old 5316-5335	New 2723-2742	1500	EMD	SD7	C-C	82,475	329,900	1953	
DF-119	———	Old 5336-5339	No new numbers	1600	A-GE	RSD-5	C-C	81,690	326,750	1953	3
DF-120	EF 618-1	Old 5340-5371	New 3800-3817, 3819-3830	1750	EMD	SD9	C-C	82,085	328,340	1954	68
DF-121	EF 618-2	Old 5372-5386	New 3850-3864	1750	EMD	SD9	C-C	89,965	359,870	1955	
DF-122	EF 618-3	Old 5387-5444	New 3865-3922	1750	EMD	SD9	C-C	89,385	357,550	1955	
DF-123	AS 616-3	Old 5445-5448	New ———, ———, ———, 2871	1600	A-GE	RSD-5	C-C	81,250	325,000	1955	3
DF-124	EF 618-4	Old 5449-5463	New 3923-3937	1750	EMD	SD9	C-C	89,655	358,620	1956	3

(This roster will be concluded next month.)

Overhead view of units 5442 and 5432 was photographed from inside the diesel locomotive shops at Roseville, Calif.



Southern Pacific road diesels peer out of their stalls at the railroad's Mission Bay roundhouse in San Francisco.

TRACKSIDE IN THE DIESEL AGE, by Jim Edmonston

HURRY, hurry! Get 'em while they last! Today's diesel fan frantically tries to record many models passing from the scene. The times are similar to the late 1940's, when many cameras were aimed at steam engines before they vanished.

Today, second-generation hood units are fast replacing those old familiar EMD "covered wagons." The "battle of the builders" has two survivors, EMD and GE. Due to lack of parts and new locos, anything Alco, Baldwin, F-M, or Lima has been orphaned and is doomed. Photograph them while you can.

There were 563 FT A units and 527 FT B units built between 1939 and 1945. Today, one set remains in the United States and one in Mexico, NP 5404C and 5409D, semi-permanently coupled FTA/B set, was retired April 6th at Auburn, Wash., but Sonora-Baja California Railway in Mexico operates one FTA/B set, the 2203-2203B.

Even F7A, the most prolific diesel model ever built, except for the GP9, is being seriously decimated nationwide. Many F7's serve as trade-ins on new hoods; others are cannibalized for parts and then scrapped.

The Santa Fe has come up with a new idea. At Cleburne, Texas, it stripped an F7 to the frame, rebuilt the power plant, and fully renewed the loco. The finished result is a GP-8, 1500-hp branch-line and/or switching unit. No. 2649 made its first run March 3, 1970 from Cleburne to Dallas. Larry Cena, VP-Operations, who is watching results, says ATSF owns more than 200 units that could be so modified.

Where have all the F-M's gone? In 1958, the Beloit Wis., firm delivered its last unit to an American road. From 1944 until that date, this small but aggressive plant built switchers, road switchers, road freight, and passenger diesels of unique design. They were ahead of the times with the massive 2400-hp Trainmaster, and a number of "all F-M" properties (P&WV, VGN, AC&Y) proved their worth.

Unhappily, these lines all came under one owner, Norfolk & Western, in the mid-sixties. N&W now has the distinction of owning the most F-M locomotives, but never bought one.

Other F-M roads, such as CP and B&O, are running out the miles on the units. B&O's are going over to Jersey Central in the power-lending policy, where they join the sizeable CNJ fleet. The last active Trainmaster on PC (ex-PRR; NYC never had any) has been renumbered 6799 and works Chicago's 59th Street Yard on the hump.

Baldwin road power is on borrowed time. Three sharknose units remain on the Monongahela Railroad at Brownsville, Pa. These are ex-NYC RF-16's, two A units and one B. In Mexico, three big Centipedes remain, only one in running condition. NdeM 6401, 6402, and 6405 are at Monterrey, but both 6401 and 6405 are being cannibalized for parts to keep 6402 operating. Baldwin switchers were popular, due to their great lugging power. The variety of carbodies and units make them also favorites for collectors.

Jim on a Penn Central loco. Send diesel news to his home: 762 Farnham Ct., Cincinnati, Ohio 45240 to save time.
W.M. Weber, 938 Ligonia, Cincinnati

Many a diesel fan has never seen a Lima-Hamilton loco. They were sold east of St. Louis, in both switcher, road-switcher, and transfer configurations. Pennsy bought the only transfers; NYC had the only road-switchers. Two of these remain, PC No. 6210 and 6211, although re-engined with EMD 567's. They work in the Chicago area.

Armco Steel Corp. of Middletown, Ohio, will undoubtedly be the last stamping ground of Lima-Hamiltons. Armco uses a fleet of them on the hot metal trains to Hamilton, Ohio. The master mechanic has his hooks out for any and all Lima parts.

Alco Products is no longer offering new units, but parts are still available. Its Canadian subsidiary, Montreal Locomotive Works, is still active. This makes even the late C-636's collector's items. Alco's demise was a real blow to diesel fans; its engines were most interesting. Their offbeat sound, good looks, and steam-like smoke endeared them to many. Alco captured most of the switcher market in the 1940's. Many Alco switchers operate today all over the country.

Kansas City Southern, which made news two years ago by buying some MEC E-7's, has sold four E-8's to C&NW for Chicago commuter runs. Naturally, freight-only KCS no longer needed them.

Illinois Terminal has taken delivery of 7 new SW-1500's from EMD. Illinois Central has added 20 GP-38's and 10 GP-40's. Penn Central has ordered 125 new EMD units, 45 SD-40's, 70 GP-38's and 10 SW-1500's. This brings PC's new units to 252 plus 60 rebuilt in 1970.

Southern and PC have inaugurated a new pool freight, Chattanooga-Columbus, Ohio. Power northbound consists of three Southern units and one PC. On May 23, the first northbound run, the power was Penn Central GP-40 3114 and Southern GP-30 2529, GP-38 2763, and GP-35 2684. The second northbound run met with grief at Florence, Ky., as 45 cars hit the ditch, knocking out a wooden highway overpass. Even so, four units and 11 cars rolled into Cincinnati at 6 p.m. The units were Penn Central GP-40 3204, Savannah & Atlantic GP-35 2713, and Southern GP-38 2804, sublettered AGS (Alabama Great Southern), and GP-35 2659. This train has Southern's first second-generation four-axle power in the Cincinnati area. Since the demise of the F-7's, Southern has used SD-24's, SD-35's, and new SD-45's. Never a dull moment in the Diesel Age.

Photograph by Alex Rodsater

Caterpillar Tractor diesel D375: engine supplies power on Burlington Northern railcar that runs between Mandan and Kildeer, N.D., 122.4 miles each way.

PASSENGER TRAIN SURVEY

Penn Central train No. 575 crosses trestle near Arcade Jct., N.Y., on way to Buffalo from Harrisburg, Pa. One of road's most scenic runs, PC wants to discontinue it. Engine No. 4285, an E8, is pulling a Southern Pacific baggage-car.
P.J. Templeton, 48½ Rowley St., Rochester, N.Y. 14607

DESPITE the national hue and cry against air pollution, Penn Central has been running diesel-powered commuter trains in and out of Grand Central Terminal, New York, a few hundred yards from the offices of *Railroad Magazine*. Commuters complain of the stench of diesel fumes.

In 1903, when steam power was at its peak, the state legislature passed a law limiting the railroads' use of New York City tunnels and terminals to electric trains, except in emergencies. Apparently the 1970 situation is an emergency. There has been a series of breakdowns in the fleet of dual-power FL-9 locos inherited from the moribund New Haven. The hybrid FL-9's were built to operate on power generated by their own diesel engines for most of the way between New Haven and New York. But between Woodlawn Jct. and Grand Central they were designed to use third-rail electric power.

Diesel power has been used for those runs on a random basis because of recurrent defects in the third-rail shoe and electrical mechanisms.

On Jan. 1, 1969, when Penn Central took over the bankrupt New Haven it acquired 60 dual-powered FL-9's, built by GM between 1957 and '60.

A Penn Central spokesman says 20 of them have been consistently in repair shops. Of the rest, 22 are still on the New Haven line, and 18 were shifted to Harlem and Hudson commuter runs.

Penn Central recently opened a new station for the *Metroliner* in Lanham, Md., a suburb of Washington, D.C., which has just two high-level platforms, a parking lot, a ticket office, and a connecting tunnel. The $1.65 million facility was paid for by Federal, state, and county funds.

Southern Railway has embarked on a new program, "Operation Southern Hospitality," designed to boost its passenger operation. It gives free newspapers to train riders, gifts to children, and awards to employees for excellent service. Between New York, Atlanta, and New Orleans there is one fast train, its *Southern Crescent*.

"Riding the *Southern Crescent* recently from Newark to Atlanta and back," writes Bruce Russel, 33 Lorraine St., Glen Ridge, N.J. 07028, "I noted that it had six coaches (all seats reserved), a restaurant car, a tavern lounge car, and two sleepers. I had expected to find only a few middle-age and old people aboard, but was pleasantly surprised to see all coaches filled almost to capacity and a plentiful sprinkling of young passengers. Southern coach fares are low enough to compete with buses, but sleeping-car fares are, I think, much too high."

Illinois Central is cooling off its Chicago commuters with 123 new GE-powered doubledeck cars that attain 75 mph. Two of the finest long-distance trains can still be found on the IC between Chicago and New Orleans: the *Panama Limited* and the *City of New Orleans*.

Revised version of a popular booklet showing need for passenger trains, issued by the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20003, may be had free from NARP.

"I have a 1925 Canadian National folder that should be compared with 1970 timetables," writes Henry Korman, 2640 Garfield St., Longview, Wash. 98632. "In 1925 it took 26 hours and 50 minutes to go from Montreal to Halifax. The present schedule is six hours faster, with air-conditioned equipment. There has been a big improvement over the years."

Santa Fe offers a wide variety of tours from Chicago to California this August and September. One is a deluxe rail-sea tour via *Super Chief* to Los Angeles, thence by cruise ship to Mexican ports. For 7 days, the price is $495; for 15 days, $1,095. Other tours include California trips and a San Francisco tour; also 8-day package

Doubledecker coach on the Rock Island passes through Joliet, Ill., August, 1968.
Tom Brown, Albany, Calif.

Who says commuters have nothing to look at but newspapers? Last May, the Long Island Rail Road held a series of fashion shows featuring smartly dressed models. Idea was to encourage more Long Island women to take the train when shopping in Manhattan. Scene shows model and trainman John Laszewski on one of the road's air-conditioned electric Metropolitan cars.

At 6:35 a.m. Chesapeake & Ohio No. 2, the Washington, D.C., section of the *George Washington* pulls out of Charlottesville, Va., Main St., Station. No. 42, the train's Virginia section, is waiting on track at left.

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

tours to Navajo land in New Mexico and tours to Carlsbad Caverns, Grand Canyon, and Las Vegas. Contact Santa Fe Travel Center, 80 E. Jackson Blvd., Chicago 60604.

Petitions for restoration of the overnight *Lark* are being sent to California's Governor Reagan, saying that if the Southern Pacific brings back this train with a diner and Pullmans, "we will use it." According to Stephen Lannes, a salesman, 3952 Harrison St., Oakland, Calif. 94611, "absence of the *Lark* has created a tremendous burden on me and hundreds of others."

Unlike some railroads which have ceased advertising passenger service, Denver & Rio Grande Western is still using newspaper ads to boost its segment of the trimmed-down *California Zephyr* run between Denver and Salt Lake-Ogden. These ads list the schedule of the run and say it connects with the Burlington Northern to and from Chicago, SP to and from San Francisco.

On June 20th, Intermountain Chapter of NRHS (Box 5181, Denver, Colo. 80217) placed a plaque in Denver Union Station to mark the 100th anniversary of the first passenger train reaching Denver (on the Denver Pacific, now Union Pacific). Gary Balliett, a member of that chapter, made front-page news in *The Wall Street Journal* the other day by taking part in the hearings on Penn Central's efforts to drop 34 trains.

"Passenger service is being curtailed because the railroads have not been permitted to control their incomes or their labor costs," writes Robert T. Craig, San Diego, Calif., "and they have been heavily taxed compared to their truck competition. So if we really want the railroads to provide modern passenger service, let's give them a chance to do so at a profit."

Of interest to budget-minded Florida-bound vacationists are the special round-trip coach economy fares good for 30 days, Monday through Thursday only, on the Seaboard Coast Line. The saving is about $12 on a Miami ticket. There is also a seat reservation charge of $2.50 each way.

Visit Yellowstone National Park by rail. Take *North Coast Limited* (Burlington Northern), leaving Chicago at 1 a.m.; reach Mammoth, Mont., 3:35 p.m. next day via bus from rail jump of Livingston, Mont. Another train, the *Mainstreeter*, starting from St. Paul, also goes to Livingston.

"To ride passenger trains is one of the best ways of assuring ourselves of first-class passenger service," comments R. C. Sansom, Kenmore, Ohio.

Ogden, Utah, once a famous railroad center, no longer has a redcap employed in its Union Dept. The last two porters there have retired. This community is less than 75 miles from where the nation's first transcontinental railroad was joined. Twenty-five passenger trains once stopped at Union Depot daily, enough to keep 12 redcaps busy.

Today only one train—Union Pacific's *City of Los Angeles,* which runs between the West Coast and Chicago—brings passengers through on a daily basis. Three other trains, six if you count the round trips, pass through on a tri-weekly basis.

As we go to press, the House of Representatives has not yet acted on the important measure that the Senate passed, 78 to 3, creating a semi-public National Railroad Passenger Corporation to operate a basic intercity passenger service. Senator Vance Hartke (D., Ind.), who steered the bill through the Senate, predicted its enactment "will not only save what is evidently now a dying rail passenger service in America, but will revitalize it."

The bill represents a compromise hammered out over many months by Hartke and others. It drew the support of rail labor, the railroads, the Nixon Administration, and the National Association of Railroad Passengers.

This quip comes from Mary H. Bair, Elizabethtown, Pa.: "Because of a particularly hectic day at the ticket window, a passenger had to get on the train without a ticket. He asked the conductor if he sold tickets on the train. The conductor said: 'Hell, we don't sell tickets; we sell chances!'"

STEVE MAGUIRE'S

TRANSIT TOPICS

PITTSBURGH'S Port Authority of Allegheny County recently had to reverse its anti-rail policies, writes Jim Cerny of Pittsburgh. Not that it wanted to, but because of Federal pressure on the city to maintain its three Castle Shannon-Library streetcar lines. As reported in the *Pittsburgh Post-Gazette*, the Government made a "suggestion" that the Port Authority retain and upgrade those lines. This suggestion carries a lot of weight, though. Says the *Post-Gazette*:

"The Government's Urban Mass Transit Administration now has in its hands an application for $152 million in aid to pay for two-thirds of the city's Early Action transit program. 'We can reject their proposal about the streetcar lines,' said one city source, 'but then they can reject our application.' Viewed in that light, the suggestion becomes an ultimatum.

"An UMTA spokesman said that pleas by area residents to retain the lines weighed heavily in the agency's decision. 'This is a service that is there and is patronized and supported,' he said."

Under the notorious Skybus plan, the Port Authority was planning to eliminate all rail rapid transit. Now, chances are that the city will have the three trolley lines for a long time. A recent 2-to-1 vote by the County Commissioners approving the UMTA recommendations certainly points in that direction.

London & Port Stanley electric heads south from London, Ont., in June, 1950.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

TROLLEY FREIGHT line of the Cornwall Street Railway, Light & Power Co., Cornwall, Ont., is being bought by Canadian Pacific, apparently to be integrated into the CPR system with which it now interchanges freight. Once approved, we may expect dieselization of one of the last electric railways in Canada, sorry to say. The Cornwall system operated several streetcar routes in the city until a few years after World War II, when trolley buses replaced them; and now the trolley buses have been abandoned.

PACIFIC GREAT EASTERN has used many former heavy interurban cars in work service for years, reports David E. Reuss, Box 1277, Fort St. John, B.C., Canada, who recalls his experiences in finding some of them.

David says he was amazed to see "ex-Oregon Electric *Santiam* sleeper one freezing night in February, '69, here in Fort St. John. She had come with the Prince George big hook to aid in clearing up derailments caused by rails snapping in the intense cold. It was 40 below zero then. What a discovery for a lonely traction fan! Stained glass was still in the curved arches of her windows, and a warm glow came from inside where her off-duty occupants were playing cards or reading.

"Next morning, though, she was gone, and it was summer before I could ask the Prince George yardmaster where this relic of 1912 might be. The sad news he gave me was that they burned her in May—the last wooden bunk car the PGE owned!

"Now, another chance has arrived in the form of an ex-Interstate sleeper with rounded ends, Baldwin-type trucks, anticlimbers, etc. Inside, you can see that the original clerestory remains. How long will the car be with us? The steel-laying gang says this work train (containing ex-Lehigh Valley steel coaches built in 1914) is PGE's worst outfit and will soon be replaced. What a chance for some museum!"

Virgil Staff, P.O. Box 268, Berkeley, Calif. 94701

Elena Rojo awaits a trolley as PCC No. 1039 moves toward downtown San Francisco.

ONCE the Bay Area Rapid Transit trains are running out of San Francisco in a few years, they will all be dispatched by computers, writes Lawrence Seabury, East Northport, N.Y.

Lawrence, a computer programmer, quotes *Datamation*, the computer industry magazine, as saying that the $26 million computerized train control and communications system, now being built for BART, will include 75 miles of tracks in a three-county area. The trains will operate at speeds up to 80 mph. Including 20-second station stops, average speeds reportedly will reach up to 50 mph.—said to be just as fast as any existing urban transit system!

"All this, including train scheduling, speed setting, and the opening and closing of doors, will be automatic, with supervision coming from back-to-back 24K Prodac 250 computers from Westinghouse. Guided by the operating schedules, the computer checks for correct train makeup, determines departure times from yards and stations, and sees that trains are properly routed.

"The computer also keeps records of accumulated car miles and operating hours, and can analyze system power consumption."

Lawrence notes: "Some die-hards will say that a computer can't possibly be trusted to dispatch high-speed trains, but it appears to me that the system is well designed and things will will run smoothly, once operational."

CONTRACT on Port Authority Trans Hudson's order of 46 cars (reported last month) came to $8,404,568. Low bidder and winner of the contract was Hawker Siddeley Canada, Ltd., of Toronto, a leading Canadian car builder. The total is more than $1 million below what PATH had anticipated paying. Hawker Siddeley is best known for supplying the Expo '67 cars for Montreal; it also has built cars for the Toronto Transit Commission and Canadian National.

Last month's *Transit Topics* featured an account of Ralph Forty's trip to Mexico and South America. His biggest surprise was seeing this trolley, owned by a museum group, in Montevideo, Uruguay. It's the only one operating in the city.
Ralph Forty, 942 Beech St., San Diego, Calif. 92101

SAN FRANCISCO plans to spend more than $2 million to expand and repair its three cable-car lines, reports the *Halifax Chronicle-Herald*. The system is expensive to operate. Last year, car maintenance costs came to $376,000. Also, of the $1.7 million the city paid in damage claims, 12 percent covered cable cars—a lot considering there are only 39 cars. Even so, city officials consider that the advantages of the popular cable cars make the increased investment worthwhile. One advantage is undoubtedly tourism. Last year, more than 13 million passengers, over 90 percent of them tourists, rode the system's 10 miles of track.

THE TWO rehabilitated excursion trolleys that run on special routes through Lisbon, Portugal, for tourists have been taken out of service, according to Allan Berner, Bay Shore, N.Y. Allan says they did not attract enough passengers. This was probably due to their higher fare and the fact that the same type of cars are still running on other Lisbon routes.

Members Day on May 24, 1970, saw Connecticut Co. No. 1712 running as a railbus on the Branford Electric Railway Assn. Museum line. This bus is regularly operated as a diesel.

Columbia Park & Southwestern Electric Ry.'s ex-Veracruz open car No. 19 was recently rebuilt. Here it passes an ex-B&O station on the museum line at Olmsted Falls, Ohio.
Both photos by Stephen D. Maguire, Box 51, Belmar, N.J. 07719

Trolley motorman's view of quaint old Heidelberg, West Germany, showing single-truck car No. 73 passing a fountain on Rohrbach route.
Peter Jensen, Box 259, Montclair, N.J.

Connecticut Co. suburban steel car No. 1915 rattles past Grannis Corner crossing where Lighthouse and Ferry St. lines left New Haven to Branford suburban line. Photographed in February, 1949, by Edgar T. Mead

COMMENTING on our June '70 item that passenger service may be resumed on the Staten Island Rapid Transit's North Shore branch, Leroy Demery, of Los Angeles, Calif., says SIRT asked for abandonment of all its passenger service in 1953. At that time the North Shore and South Beach branches were discontinued, but permission was not given to abandon the 15-mile mainline to Tottenville, which runs through the middle of the Island. Reason for the abandonment was that the New York City Transit Authority had lowered fares on competing bus routes on the island, making the rail line unable to compete.

IN OUR March department we showed two photos of ex-Third Avenue trolleys from New York in unknown cities, asking readers if they knew the locations of the scenes. One showed a car being unloaded from a flat-car of a Lehigh Valley predecessor, the Geneva, Ithaca & Sayre.

We now have two suggestions as to their locations. Wallace Bradley, 982 Arnett Blvd., Rochester, N.Y., sent a photo showing several abandoned ex-Third Avenue trolleys taken in the Ithaca car yards about 1927. If any old-time Ithaca resident can check the photo in our March issue and confirm this, we'd like to hear from him.

Arthur Montgomery, 50 Washington Ave., Westport, Conn. 06880, tells us that in 1919 he saw Third Avenue trolleys, still in their red and cream paint, running in Danbury, Conn.

"I ought to know, as I was on my bicycle and almost ran into one of them," he adds. "If my memory (I'm 70 now) serves, those trolleys are on White Street going to or coming from Frye's Corner." Anyone from Danbury able to confirm this?

These small Third Avenue trolleys were sold to many roads back around World War I, but even Vincent Seyfried, author of the definitive TARS roster book, cannot uncover records of any sales to Ithaca or Danbury, especially cars 261 and 303 pictured in the item. The lettering "CS & SRR" on the lower panel makes it more difficult. That lettering may have been placed to *avoid* identification of the owner when the photos were taken.

Cars 261 and 303 were originally cable cars. Several remained on the Third Avenue system until abandonment, being used as salt cars for the third rail conduit lines in midtown New York City. One of these, No. 33, is being restored at Branford Trolley Museum, East Haven, Conn., to its old-time appearance as electric car No. 202.

New Electric Publications

***90 Years of Buffalo Railways*, by William R. Gordon, 527 pages, 8½x11", soft cover, may be had for $9.95 from the author, 811 Garson Ave., Rochester, N.Y. 14609. This work includes photos, reproductions of old timetables, transfers, maps, a roster, and news items of the many trolley lines which served Buffalo and its environs from the 1860's to 1950.**

Just about everything is covered, but the text matter is difficult to follow, not being a chronological history. But the book's price, for all of its 527 pages, makes it worthwhile.

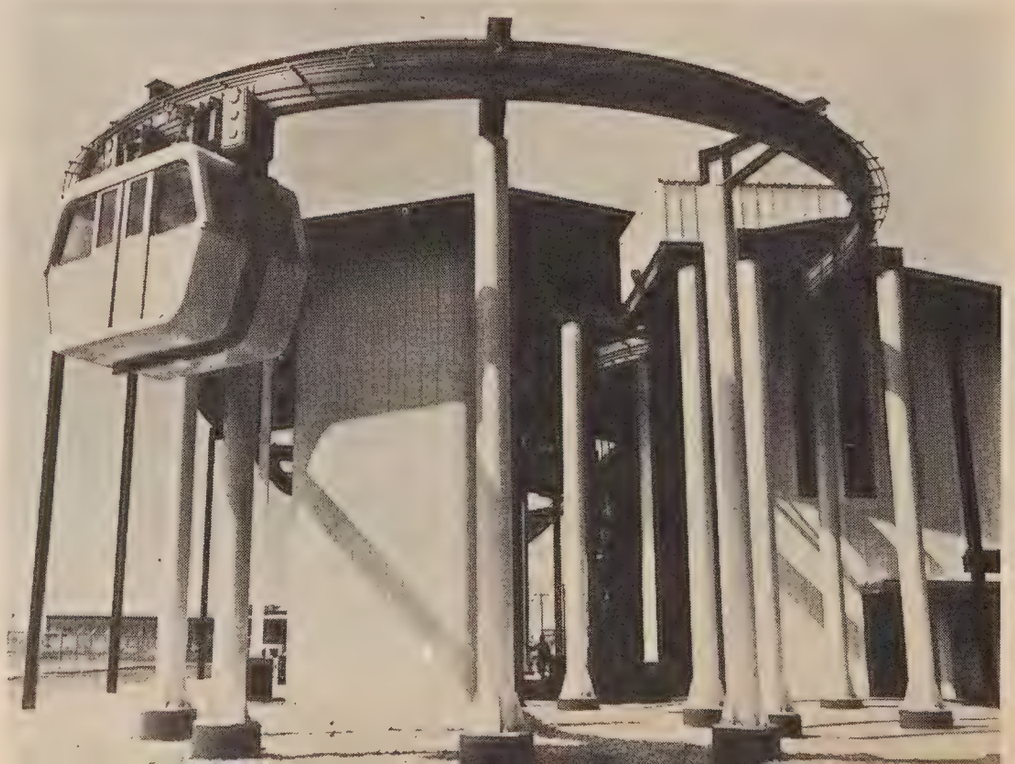
***The New York State Railways*, by Sheldon S. King, 114 pages, 8½x11", soft cover, also is available at $3.50 from Wm. R. Gordon. Here is the first *complete* story of the New York State Railways trolley and interurban system that once operated over 900 cars along 600 miles of track in Rochester, Syracuse, Utica, Oneida, and Little Falls, N.Y., etc. Almost half of the book covers the Rochester Division, by far the largest part of the system. A roster could not be compiled because no one saved company records. However, assorted equipment shown pictorially partly makes up for it.**

***The Electric Railway That Never Was, York-Newcastle 1919*, by R.A.S. Hennessey, 32 pages, 6x9", stapled binding, may be bought for about 75¢ from Oriel Press. Ltd., 32 Ridley Pl., Newcastle-upon-Tyne, NE1 8LH, England. It covers what was nearly Britian's first mainline electrified railway, between York and Newcastle-upon-Tyne, immediately after World War I. An experimental high-speed engine was built, but economic depression and unemployment ended this plan. This book is of interest primarily to British fans.**

***The Trackless Trolleys of Boston*, by Bradley H. Clarke, 74 pages, 8½x11", soft cover, was published by Boston Street Railway Assn., Inc., Box 102, Cambridge, Mass. 02138, at $4.50 a copy. It covers the six Metropolitan Boston trolley coach divisions from their inception in 1936 to the present (four lines still operate out of Harvard Square station). Over 100 photos, equipment drawings, overhead wire patterns and, of course, a roster.** ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

This monorail system, recently opened at Dallas' Love Field, transports passengers from the airport's parking lot to a lounge at the Braniff terminal three-quarters of a mile away. Stanray Corporation, which built it, plans other such systems.



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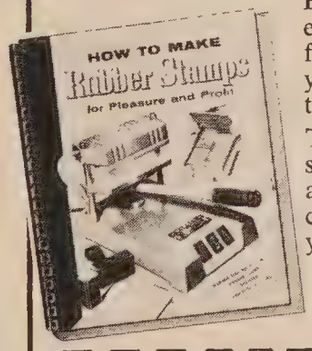

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HOBBY CLUB

conducted by Sy Reich

A DEDICATED attempt to bring the *Flying Scotsman* to California cost J. Barrett Gilmer his lifetime collection of model trains. Gilmer, who lives in San Diego, was president of a group which valiantly tried to bring the *Scotsman* to that city. The all-out effort unhappily didn't succeed, and left $1500 in unpaid bills. So, Gilmer decided to auction off his personal collection of 24 locos, over 100 cars, and more than a half-mile of track. One locomotive was an American Flyer model given to him by his father in 1937 when he was six years old. Another was a model of the *Flying Scotsman,* a train that West Coast railfans will now have to go to the Midwest to see. Bob Clark sent us the news.

Spring, 1970, issue of the *Atlanta Historical Bulletin* contains a complete story of Western & Atlantic steam locos, with many photos and a roster. The authors are Raymond B. Carneal and Col. James G. Bogle (who made our May '70 cover). Copies cost $3.12, postpaid, from the Atlanta Historical Society, 3099 Andrews Drive, N.W., Atlanta, Ga. 30305. W&A No. 3 is the *General,* only W&A loco still extant.

Pennsylvania's Strasburg Rail Road continues to expand. Latest acquisitions are ex-Baltimore & Ohio RPO car No. 81 and ex-Lehigh Valley "parlor" type coach 94059. The road's former Western Maryland wooden coach, built in 1913, now has plastic coverings because it is currently being repaired and has to be protected from the weather.

The Strasburg also is preparing an additional siding. When finished, it will permit two separate trains to run at each end of the 4½-mile line. L. P. Cummings of Lancaster, Pa., who reported this news, adds that the first of several automatic grade crossing gates there is now in operation.

The 1970 edition of the *Steam Passenger Service Directory* is available. It lists all North American tourist roads, including electric museum lines. This year's edition also has expanded coverage of many foreign steam operations in Britain, Australia, etc. The illustrated soft-cover book sells for a reasonable $1.50 from Steve Bogen, care of Empire State Railway Museum, P.O. Box 459, Wall St. Station, New York, N.Y. 10005.

D. R. Yeager tells us he will give any reader of *Railroad Magazine* a copy of the original stock certificate of the Toledo & Western Railway Co., issued in 1900, as long as the supply lasts. If you want one, send him a large self-addressed stamped envelope, care of Yeager's Lionel Train Exchange, 2770 Arletta, Toledo, Ohio.

Watch fobs of 15 railroad emblems are being sold by Raymond H. Johnson, Box 160, Wakefield, Kansas 67487. Made of porcelain on a hard metal background, they measure about 1½x1½", and sell for $2.95 each. Sample fobs are the Pennsy keystone in red and white, New York Central oval in white and black, and B&O emblem with the Capitol building, blue and white. Ray says he would consider trading some of these for switch keys of defunct railroads.

Camino, Cable & Northern will be running excursions using Shays and Moguls on its site at Camino, Calif. (six miles east of Placerville, on Highway 50). On August 9th, Mogul No. 3 will pull an excursion train, and on Sept. 6th, a Shay will supply the power. Hours are 11 a.m. to 5 p.m.; fares, $1.25 for adults, 75¢ for kids. Contact the road at Box 474, Camino, Calif. 95709.

Roland W. "Pug" Byberg, retired signal maintainer of the Denver & Rio Grande Western, has the unusual hobby of making small chairs out of aluminum cans, says *Green Light,* monthly of D&RGW. Using tin snips and pliers, Roland can make a 4¾-inch-high 18th Century type chair in about two hours. He covers some with white satin seats.

May issue of the *Illinois Central Magazine* has a nice spread on the Casey Jones Railroad Museum in Jackson, Tenn. Featured are a picture of the famous IC hogger and some of the museum's exhibits, including a ten-wheeler similar to Casey's 382, which stands outside.

Our associate editor, Al Herskovits, is gathering data for a comprehensive article on all railroad museums in the U.S. and Canada. Al will appreciate hearing from anyone with info. or photos on some of the smaller and lesser-known museums. Write him in care of *Railroad Magazine,* 205 E. 42nd St., New York, N.Y. 10017.

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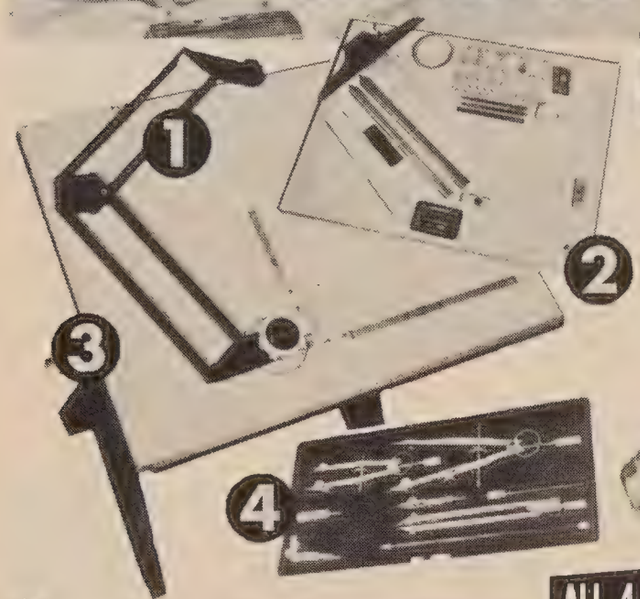

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to that hobby. It comes out four times a year. Editor Bill Lindblom says it is now going from mimeograph to offset printing. For subscriptions ($3 per year), write Bill at 2109 Enoch Ave., Zion, Ill. 60099.

Steam locomotive tie-bars are being sold to finance social and charitable activities. NYC Hudson tie-bar sells for $2 in silver finish, $2.50 in gold finish. Smaller Pennsy K-4 in gold finish, $1.75. Also other PRR and NYC items. Handling sales is Luella Pook, Penn Central Family Club, 231 W. Baker St., Fort Wayne, Ind. 46802.

Peninsular Railfan's Newsletter is a two-page monthly with news and notes of Florida's railroads; also lively items from the rest of the country. It was formerly edited by the late George Pettengill, an authority on wood-burning locos. Many of George's photos appeared in Richard Prince's book on the Seaboard Air Line. Paul Coe with Clem Heilen now edit the *Newsletter.* For info. write Peninsular Railfans Club, 5100 80th Terrace N., Pinellas Park, Fla. 33565.

Wintonbury Baptist Church men's group is raising money for a sanctuary through various projects. One of these is to ask for donations in return for railroad photos. All proceeds go to the church fund. Negatives used will be those of Dick Hanschka. For details, write him at 81 Kenwood Circle, Bloomfield, Conn. 06002.

Annual trip recently by R&LHS, New York chapter, proved to be a sellout despite overcast skies. The group went to the Black Diamond RR museum at Ringoes, N.J. (see May '70), then to the New Hope & Ivyland RR in scenic Bucks Co. Pa., for a 1¼-hour ride behind its ex-Canadian National 4-6-0. The NH&I operates daily during August and on weekends through November. Details from the road at 32 W. Bridge St., New Hope, Pa. 18938. ●

Wm. Moedinger, 1835 Pioneer Rd., Lancaster, Pa. 17602

A crowded scene on the Strasburg in front of the road's 1905 Baldwin Camelback.

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BOOKS OF THE RAILS

by Albert Herskovits

EACH A GLIMPSE, by Colin T. Gifford, hard cover, 176 pages, 11¼x11¼", Ian Allan, $11.

Once in a great long while a truly creative loco picture book appears, one that contains photographic art rather than stock shots, and this one from Britain is in that class. (There are probably no more than 10 three-quarter views in Gifford's entire book). The steamers are shown in various settings: traversing desolate moors, streaking through grim city outskirts, and brooding in stations. All in all, it is the *feeling* of steam that comes across. Printed on very high-quality paper.

THE RAILROAD COMES OF AGE and the BEST FRIEND OF CHARLESTON, by Mary L. and Albert M. Langley, Jr., soft cover, 26 pages, 5½x8½", illustrated, Augusta chapter, NRHS, P.O. Box 725, Augusta, Ga. 30903, $1.

The story of the historic South Carolina Canal & Rail Road, connecting Hamburg and Charleston, S.C., is told briefly and effectively in this booklet. The *Best Friend of Charleston,* its first engine, had the distinction of being the first loco built in the U.S. for actual service. (Not sold by our Book Service.)

SMOKE TRAILS IN REBEL LAND, by J A. Stowe, soft cover, 32 pages, 11x8½", illustrated, J. A. Stowe, 2042 Armitage Ave., Chicago, Ill. 60647, $2.75 postpaid.

A pictorial album of 11 Southern tourist lines plus the steam trips on the Clinchfield. Included are the Cass Scenic, Tweetsie, and Gold Coast, with descriptions of engines and operations. This book was done by the author of *Rails to Possum Trot.*

THE DEPARTMENT OF TRANSPORTATION, by Grant Miller Davis, hard cover, 244 pages, 6½x9", tables, charts, D.C. Heath & Co., $12.50.

Unfortunately, the author in this work falls into the category of those who feel that the more complex the sentence structure and the more difficult the prose, the better the book. Railroading is mentioned only incidentally.

AMERICAN LOCOMOTIVE ENGINEERING COMPANION TEXT, by Gustavus Weissenborn, hard cover, 225 pages, 9¼x12½", tables, Glenwood Publishers, $11.50.

Reprint of a classic 1873 technical work on locomotive design. Included are descriptions of boilers, engine-frames, feed pumps, etc., all as they existed at that time. John H. White, Jr., of the Smithsonian Institution, supplied the introduction. Fans should like it.

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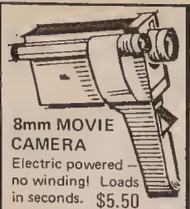

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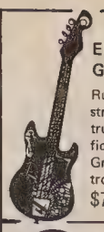

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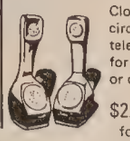

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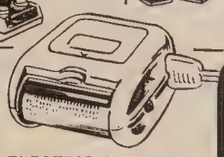

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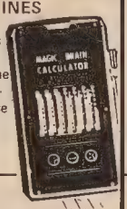

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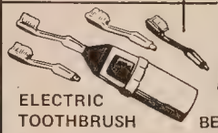

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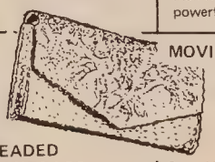

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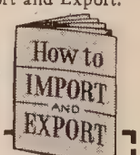

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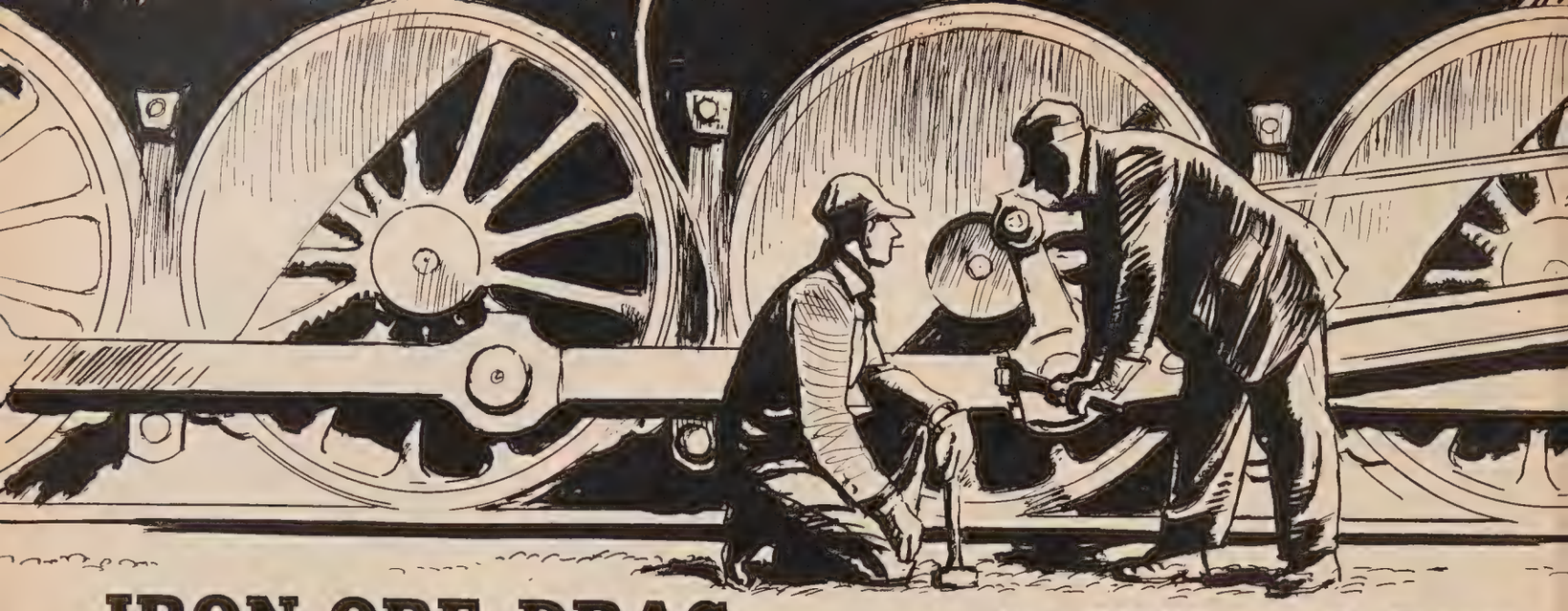

IRON-ORE DRAG

by William J. Parry

FOG had thickened until now it pressed over the Canadian Central's yard tracks, at Point Bedford, like a lifeless curtain. But Bill Evans didn't complain as he backed his powerful freight-hauler down the outgoing track and coupled to the head end of an iron-ore drag.

Bill just wasn't a complainer. You couldn't say the same for Duke Carson, head brakeman. Duke cursed as he climbed into the cab and watched the car inspector make the coupling and cut in the air.

"Last iron-ore run of the season, and we had to get stuck with it," he growled. "And this damned hog ain't gonna make the run any easier."

Bill Evans grinned and leaned out the cab window of his big Consolidation. His eyes followed the car tonk's lamp as it swung across the tracks in the signal to test the brake.

"Why make the trip tough before we start?" the engineer queried. "You know better'n that. I calculate the fog will lift before we hit Mundun."

"Maybe. But fog ain't our only problem. We've got to nurse along that fair-haired fireman of yours. Guess the only way to make him a hogger is to start ridin'—"

The engineer bridled at this. "Lay off the kid, Duke. He lacks confidence, that's all. Give him time. Supposin' your old man had been killed in a runaway downhill? You just don't understand psychology."

"Psychology, hell!" Duke grunted.

The brakeman squatted on his seat with large disdain. But Bill smiled indulgently and answered a highball by opening the throttle. Bill was a little man of vast energy. Lean and square-jawed, he was often taken for a younger man because of his spareness and quick movements.

The dim yellow glow of the yard limit board came into view as he headed for open country. Bill smiled approval. Not that he enjoyed this weather—fog is the railroader's worst enemy—but he accepted it.

Outside the yard limits, this murk didn't bother him much; he picked out landmarks as if by instinct. Knowing the road, Bill kept pushing his Consolidation over the rails.

She was booming along in grand style now. Duke felt positively elated as he watched Dave Evans swinging his scoop against the coal and spraying it over the blazing firebox. The kid might be scared stiff of iron-ore drags, Duke reflected, but he sure could fire.

Being late in November, this was the last ore run of the season. Navigation was closing down on the Great Lakes, with ore freighters tying up for the winter. If the fog lifted, as the engineer said it would—and Bill was seldom wrong about such things—they'd make a good run to Stapleton.

The dim outline of Wyoming depot swam into view. High above the station roof winked the green light of the train-order signal. Bill sensed, rather than saw, the operator's shadowy form standing on the platform, the yellowish gleam of his lantern casting weird shadows while the op watched their rolling wheels for sticky brakes. The engineer nodded solemnly as the brass-pounder swung a highball.

DAVE wiped the sweat from his forehead and glanced at his uncle. Reaching above his head, the engineer switched on the train-order light and studied the kid in silence.

"You feelin' all right, boy?"

"Why, yes, Uncle Bill." A faint smile showed on his lips. "The fog will lift soon, won't it?"

"Sure it will! Now listen to me. Get a good bank of coal in the back corners of the firebox, because I don't want to pull the fire when I go after her for the climb up Koboka Hill. The rail is bad, and she'll do some slippin'."

The fireman nodded listlessly. He needed more guts. Different from his dad, after all. It was almost incredible, not that he was afraid but that he showed his fear.

To make matters worse, Dave was a classed engineer. He had been pulled off his stoker-fired passenger job to get six months' experience on drag freight before being called for the right side of the cab. The master mechanic had placed the senior fireman on the engineer's seniority list to take care of the rush of traffic moving over the road. And Dave had chosen to fire for the brother of his father, who'd been killed in a pile-up on Hopetown Hill.

Bill eyed the steam gage closely as he handled throttle and reverse lever. He was feeling his engine's pulse, you might say. The 200-ton monster of steam and steel was now gathering speed for the stiff climb up Koboka Hill. Dave was busy at the rathole, building his fire in accordance with Uncle Bill's instructions.

One fact encouraged Bill, the odd fact that Dave was willing to carry on his duties as fireman even after the tragic accident.

SUDDENLY the deck beneath him quivered. The heavy Consolidation had rolled to an elevated curve. They were swinging into the wide curve

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west of Koboka station and into block-signal territory. The first signal governed the mainline switch from the Elmwood subdivision. If the block was green he had a clear run for the hill, but if it was red he'd have to stop and battle the grade from a standing start.

Leaning out the cab window, Bill peered through the fog in the direction of the block signal. He felt tired. His shoulders sagged a little. Other than that, he gave no outward sign of weariness. His two fists, cased in gauntlets, held fast to the arm-rest as the block signal came into view. It was red.

Bill eased the drag down to the signal and stopped a few feet from it. Then he pulled out his watch and glanced at it. The operator was holding the drag for the Mimico hotshot, with its guaranteed overnight delivery of fast merchandise freight.

This put Bill in a rather tough spot. He stepped down from his seatbox and squinted at the fire, nodding his head with approval as he noted the perfect firebed. Dave had taken advantage of the delay to delve into his lunch bucket. The kid was always hungry. A railroader who wasn't was no good, the engineer thought as he climbed down the gangway to look over his engine. Duke Carson followed, to inspect the head end of the drag.

Presently a long whistle note pierced the gloom: the hotshot whistling for the operator's highball. Seconds later, the blue-white blade of the headlight stabbed the fog. Then the great loom of a Northern-type engine's front end tore the murk apart like a sundered veil. The speeding train of reefers rumbled down the descending grade, crashed over the switch, and headed up the hill.

The block signal's green light turned to a sickly yellow. Engineer and brakeman climbed back in the cab. The operator had lined the switch of the main stem. Bill reached for the whistle lanyard. Two short blasts followed by five long ones. That was the signal for the flagman's return from the west.

Before long a highball from the caboose told Bill that the flag was in, and to start rolling. He dropped the Johnson bar down in the corner and heaved on the throttle.

THE WALKING gait of the hog gradually increased to a lope as the drag began the five-mile descent to Mundun. Rolling wheels clicked over rail joints with ever increasing momentum. Bill shoved the throttle in until it was barely cracked. The grade was not steep enough to call for retainers, but freight trains had to descend under control.

Meanwhile, Dave shifted uneasily on his seat as he watched the engineer's gloved hand resting lightly on the automatic brake-valve handle.

Glancing across the cab, Bill caught the kid's questioning gaze. Then he beckoned for him to cross the cab for instructions.

Dave stood before his engineer. A block signal, flashing green, slipped past the cab window. Soon they would be on Oxford Street subway, the landmark to start braking.

"Watch closely how I brake her down the hill," Bill said quietly. "It's the way your dad instructed me, and how he would do it if he could be ridin' this mill."

The young man's lips were blue, but he said nothing. Suddenly a hollow, rumbling sound warned the engineer that he was passing over the subway. Time to pull her down.

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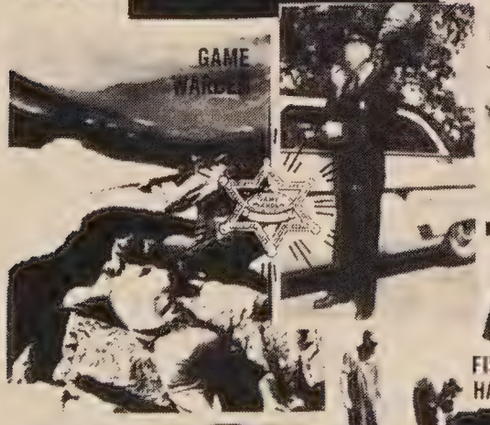

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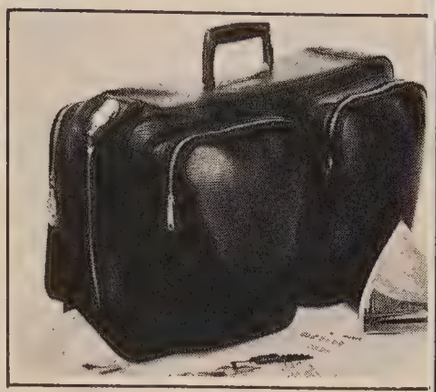

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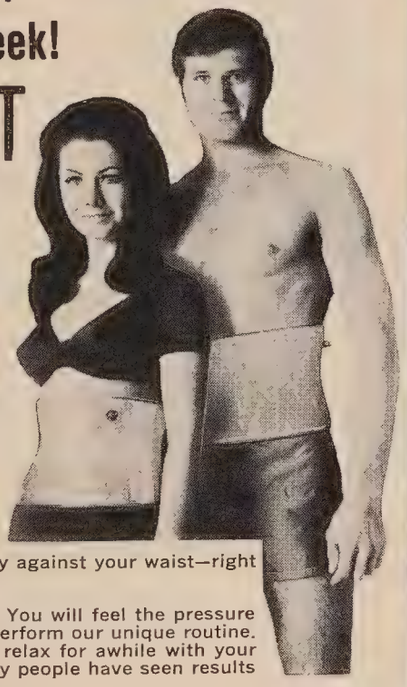

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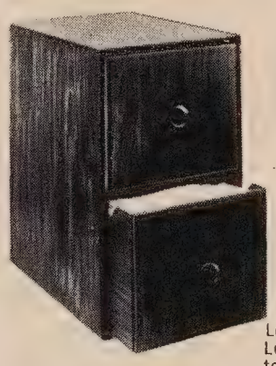

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escaping air filled the cab. Speed slackened as squealing brakeshoes bit into flying wheels.

Bill Evans, with deft movements of the brake valve, was showing his fireman how to release engine brakes while holding train brakes applied until the train was under control. Then came the running release as brakeshoes were kicked free. Dave felt his heart leap into his throat as the surging slack came in with a rush against the tender, almost throwing him off balance.

Around the wide, sweeping curve into Mundun rolled the drag. The block signal at the yard limits showed yellow. Again came the hiss of escaping air. Bill slowed his train down to yard-limit speed for the run through the "garden."

Ted Harrison, the dispatcher at Mundun East, watched the drag stop clear of the roundhouse track. The head brakeman cut the hog from the train for coal and water. Harrison told the crew that the "Falls" hotshot was out of Strasburg, Number 14, was on the dot, and the drag was holding up the parade.

"Get your supplies on the jump," he warned them.

Backing his engine to the coal dock, Bill spotted her for a load of real estate. Then he pulled up to the water tank and Duke Carson gave the old girl a drink. Dave shook the grates and dumped the ashpan while his uncle oiled and inspected the motion. In his haste, however, Bill failed to notice a loose nut on the left valve rod pin.

With a full tank of coal and water, engine and crew were all set for the run to Stapleton, and journey's end. As the engine coupled to her train Harrison dashed across the tracks with an order to run ahead of the hotshot until overtaken.

Bill read the order and handed it to the brakeman. Duke Carson read it, then whistled and handed the order to the fireman. Fog had begun to lift and the drag was pulling out ahead of the hotshot. Maybe this wouldn't be a bum trip after all.

As the heavy Consolidation cleared the easterly yard limits and swung into her stride, the fog cleared rapidly. The soiled white haze looked like vapors from freezing water. Dave was busy at the rathole. He didn't notice it. Bill looked at him, rubbing his chin, and pointed.

"Get a good fire, boy!" he said absently. "Blizzard's comin'."

The north wind came to life with a sullen roar. Beneath it you could see sleet and hail lashing the train. The big engine shuddered. Bill kept her digging in. It was all he could do.

The fireman swung his scoop like a frozen automaton. Long before the runner shut off steam for the water tank at Bostock, he had forgotten there was such a thing as dry comfort. As Bill closed the throttle, the four beats of the exhaust suddenly merged into two. And the engine went lame.

Bill let her drift past the station and up to the water crane. Climbing wearily down from his cab, he located the trouble. The left main valve rod pin was missing. Swinging around on his heel, he hurried into the telegraph office and wired the dispatcher what was wrong but said he could make repairs and go on.

RETURNING to his engine, Bill removed the knuckle pin from the front drawbar and shoved it through valve rod and rocker arm. But the pin was loose. He needed something to take up the slack. Duke Carson pointed to the loosely-fitting pin, then to the dial of his watch.

"We'll never get anywhere with that lost motion!" he wailed. "And that ain't all. We gotta take the hole and clear Number 14; and after she goes we'll back up to Mundun and get another engine."

"That'd be right nice backin' up in this blizzard," Bill chuckled, "now wouldn't it?"

Duke clammed up. He had spoken out of turn. So he swung the coal pick, while the engineer placed the track spike. Before long, repairs were completed. Bill Evans pulled in on the passing track to await the varnished job.

Minutes later, Number 14 swung around the curve, the sweep of her Pullmans flinging the sleet aside in wide sheets. A rush, a roar, an eddy of flying sleet, and she was gone. Her flickering red tail lights vanished in the gloom of night.

Twenty minutes slipped by before the operator pulled in his red board and gave the iron ore a clearance. They pulled out of the passing track, headed for Travis Junction. The fireman turned to the back-breaking task of coaxing a lame engine to steam.

Bill sat quietly on his seatbox. He didn't seem bothered at the slow gait. But Dave was. It showed on the kid's face.

Sooner than they had expected, the green lights of the interlocking plant at Travis Junction winked at them through the sleet.

Dartford was next, the last stop for water. The worst part of the road lay behind them. Hopetown loomed ahead. Taking an iron-ore drag down the mountains was a nerve test for an engineer but was gravy for a fireboy. A few scoopfuls of coal would do.

Rattling over the interlocking plant, they hit the curve at Travis station and then straightened out on the tangent for Dartford. Soon they were running down grade. Bill began easing the throttle. Dartford, with its grade, curves and yard, was a tough spot for engine crews. All hands had to be alert. A hogger must have something on the ball to spot a heavy drag for water without overrunning the water plug. Once by the plug, it was next to impossible to back up.

Judging the distance to a fraction, Bill spotted the manhole in line with the water plug. Then he clambered down the gangway to inspect the defective valve and pin. Two track spikes had worked out. Those he drove in place again with lusty blows from the coal pick. The weather was turning colder. Snow squalls were more frequent. Dave shivered as he got down from the back of the tender.

Climbing into the cab again, the three men took up positions. Bill released the heavy drag on the down grade with a grunt of disdain. Dave Evans swung his scoop mechanically, spreading the slack coal evenly over the firebed. His face was lined and worn. A few miles more and they'd be at Hopetown. Then would come a perilous descent down the mountain!

THEY ran easily now. The engine was working at a short cutoff. Dave rode the seatbox for longer periods. He stared out the cab window with somber eyes, apparently watching the mileposts flash past. In reality, he was seeing nothing, hearing nothing, realizing only the slow torture of a railroader who fears Hopetown Hill.

A green light of the train-order signal at Lytton came out of the storm, paused for an instant, then slipped into the background. The fireman hardly noticed it, but the brakeman called, "Clear board!"

The engineer answered this call. Bill eased off on the throttle, while Duke pulled on his mackinaw. The brakeman would have to go over the train at Hopetown and turn up retainers. He made a sneering remark as he climbed off his seat, but the fireman ignored him.

Shoving back the storm curtain Duke stood in the engineer's gang-

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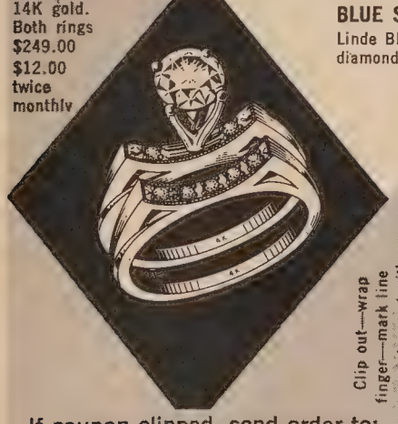

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way as Bill instructed him in the number of retainers to be used to hold the train on the grade. As the drag slowed to a stop, the brakeman dropped off the bottom step of the gangway, and he trudged back along the train, head bent low against the biting wind. After turning up the handles of twenty retaining valves, he returned to the engine and reported on them.

Bill made a standing test of the brake. He glanced apprehensively at the air gage. When he released the brakes, the compressor did not pump up the air pressure to maximum. In fact, it had stopped.

Making his way out of the cab to the running board, Bill examined the compressor and found the trouble in a dry reversing valve. Increasing the supply of oil from the lubricator to the compressor would remedy it, he was thinking as he edged along the icy running board to the cab. As he was about to enter through the fireman's window, his foot slipped, and he fell heavily to the ballast!

Duke and Dave scrambled down the gangway and helped him to his feet. Bill's grimy features were distorted with pain. His left arm dangled uselessly from the shoulder. The brakeman suggested helping him to the station and sending a wire to the dispatcher at Stapleton, asking for a hogger to take the train in. But Bill Evans would have none of it.

"Give me a hand to get into the cab," he said, "and I'll show Dave how to take her downhill. Got to get in and have a doctor examine this arm." For the first time, the engineer's voice rang hard and cold. "Let's get goin'!"

Duke stared with gaping mouth. This was simply unbelievable. It was like walking off the end of a boxcar —and then asking for a soft spot to land. His mouth shut with a snap.

"You," Duke gasped, "gonna let that bakehead take us down the hill? Is that what you call—psychology?"

Bill tried to smile. "The answer to both questions is yes."

The brakeman lifted his engineer into the cab and lowered him to the fireman's seatbox. Dave stood hesitant behind the throttle. He was plainly nervous and ill at ease.

"I don't believe, I'll—I'll be able to—to take this train down the mountain," he stammered.

Bill half rose from the seatbox. Then he sank back with a groan. The time for pity had gone.

"You'll take this drag down whether you like it or not," he ordered. "Trouble is, you're yellow."

"I'm not," the fireman gulped nervously, "and I'll try—"

"Try, hell!" his uncle cut in harshly. "You'll do what I tell you. Don't be a coward, man! I fired for your dad, and he was a damn good runner. Don't let him down. Get on that seatbox and start her rollin'!"

Dave gritted his teeth. "I'll take her down," he said. "Don't worry."

Before long the lights of Dundas were below them, with the green light of the station order board showing in the distance. As the drag rolled past Dundas, under control, and headed through the cut into Stapleton, the engineer stretched out the hand of his good arm.

"Shake, Dave," he said. "You did a swell job! Your dad would have been proud of you this day."

"I guess that makes me a hogger now," grinned the young man. All fear had swept away from him like mist from a mountainside. ●

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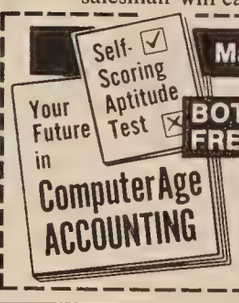

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The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.L. ANDREWS, 4231 S.W. 38 St., West Hollywood, Fla. 33023, sells steam, diesel, station, car pix of LV, RDG, CNJ, SCL, etc. (SSE)

GEO. BAUMANN III, 4228 Lawndale St., Philadelphia, Pa. 19124, buys slides, movies, tts, hardware of TMERL or WI Elec. Lines.

HOWARD BEDWELL Jr., 45 Madison Ave., Mt. Holly, N.J. 08060, buys negs., 8x10 pix of CN 2766, 2559.

STEVE BOGEN, Box 459, Wall St. Sta., New York, N.Y. 10005, sells poster reproductions of NYO&W '84, NKP '98, UP '69.

G. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm rail camera fan near Beatrice, Scottsbluff, Omaha, Neb.

JIM BOPP, Box 4011, Gulfport, Miss. 39501, buys orig. color slides of passenger cars.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys or trades for anything FEC or predecessors, plus Fla. RPO cancellations or trolleyana.

STEVE BRAYTON, 33 Highgate St., Allston, Mass. 02134, sells 35mm slides of New England lines; list, sample, 25¢. (SSE)

TOM BROWN, 1260 Brighton, Albany, Calif. 94706, will sell group of 500 Kodachrome slides of ATSF, WP, SP&S, NP, etc., action and engine houses.

MALCOLM CAMPBELL, 35 Boyle St., Cremorne 2090, Australia, trades Australian tram, rr. color slides for slides of N. Amer. trolleys, museums, diesels, electrics.

BOB CARLSON, 17 Frederick St., Newington, Conn., sells 12" and 16" loco bells with and without hangers.

BILLY CARTEE, Rte. 3 Box 392, Cullman, Ala. 35055, buys postcards showing UP 4-8-8-4's.

K.F. CHIVERS, 67 Someset St. West, Ottawa 4, Ont., Canada, buys pix US, Canadian freight cars, except cabooses, from 1900-'15.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades orig. Alco, Baldwin, Lima bldrs. pix, catalogs.

RAY COCHRANE, 285 W. Nevada, Detroit, Mich. 48203, buys color slides BN, CB&Q, NP, GN, SP&S diesels.

RALPH COLEMAN, 4924 Morro Blvd., Portsmouth, Va. 23703, buys back issues N&W mag.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, will sell CN no. plate 2559, steam loco bell, railroadiana. (SSE)

CECIL COOK, 4598 E. Oakwood Dr., Des Moines, Iowa 50317, will buy Wstn. RRer Nos. 159, 161, 169; sells size 616 negs. indus., logging roads. (SSE)

JOHN COOSHEK, 455 W. 26 Ave., Vancouver 10, B. C., Canada, sells CN, CP emp. tts., '67-'69; list free.

JIM CRIMMINS, 5 Bonnie Dr., Exeter, N.H. 03833, buys B&M info., 1833-1890.

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, buys slides of NYS&W, L&NE, pre merger EL diesels.

V.G. DELLA TORRE, 116 Cherokee Lane, Franklin

START YOUR NEW CAREER **NOW!** WITHOUT OVERHEAD! ANY PLACE! ANY AGE!

UPHOLSTERING JUST ONE CHAIR can pay you as much as your present weekly paycheck!

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"What started as a hobby, now pays me $10 an hour"

Yes, many MUI graduates make better than $10 an hour turning old wornout furniture into bright new decorator pieces! **Stack it up against what you're doing now!** Are you making $150 a week? $200? $250? Do you put in long hours of dull work, with small raises? Is that the way you want to spend the rest of your life? Just imagine, you can make $150, $200, $250 upholstering just **one** chair or sofa these days! And if you're the kind of person who likes to work and earn, you can sometimes finish a job like this in a day. That's pay, . . . **and it beats what most college graduates make!**

AS YOU LEARN, YOU JUST SLIP INTO THE IMMENSE FLOW OF UPHOLSTERY WORK! Think of all there is! . . . Sofas, lounging chairs finished in beautiful fabrics, which MUI tells you how to get at the right price — even leather and all the new vinyls. And then you have built-ins and breakfast nooks, boats, trailers and all the millions of automobiles in America. Yes, you learn all this and more! When we finish teaching you, (in your own home in your spare time) and when you get our California state approved diploma, you **know** this business . . . **as a real professional!** You will then have one of the most fantastic moneymaking skills in America built into your head and hands! No one can ever take this skill away from you . . . and no one can ever fire you, because **you're the boss** of a business that you can take with you . . . You can make big money from then on . . . any time, **anyplace you want to put out your shingle!**

When you read the papers you see there's a strike here, a lockout there. Detroit lays off 150,000 men. A plant is shut down and moved out of state. A new automated machine eliminates 5,000 jobs. They talk about dislocated workers and try to do something about it. What pays the bills if **you** get caught up in one of these situations? When you know upholstering, life gets very simple and lots of fun. It's simple because where there are people, there are upholstery jobs and lots of them. It's fun because life is fun when the bills are paid and there's money in the bank, even enough to buy those things you've always wanted for yourself.

MUI IS APPROVED BY THE CALIFORNIA SUPERINTENDENT OF PUBLIC INSTRUCTION AND IS AUTHORIZED TO ISSUE A DIPLOMA IN UPHOLSTERY.

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WORK THE HOURS **YOU** LIKE TO WORK!!

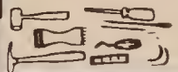
If you favor a regular 35 hours a week, upholstery lets you do it and make a really fine living. On the other hand, if you're really ambitious and want to work 60 or 70 hours a week, **you are starting to talk about some big, big money!** The important thing is that the choice is **yours,** not somebody elses! (Not like when you're working for someone else.) Many students of retirement age just do a few pieces now and then just to keep things nice and comfortable.

TO GET STARTED, JUST GET THE COUPON IN THE MAIL . . . TODAY!

It costs you nothing to get the information and there's no obligation. No salesman is going to call you. This much and this much only, every successful MUI graduate must do for himself — **send the coupon today!**

YOU'LL GET A BIG ILLUSTRATED 32 PAGE BOOK ON UPHOLSTERY

and the upholstery business, and an actual free sample lesson showing how the fabulously successful MUI system is taught. For your sake and the sake of your future, do it now. Cut out the coupon, fill it out, put it in an envelope and mail it now. Air mail reaches MUI about two days sooner!



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Please send the FREE UPHOLSTERY CAREER BOOK, the FREE SAMPLE LESSON. I understand I am under no obligation whatever and am just sending for the free facts on job and career opportunities in Upholstering and the MUI home training program. I understand that no salesman will call.

Name _____ Age _____

Address _____

City _____ State _____ Zip _____

APPROVED FOR VETERANS

Lakes, N.J. 07417, buys color slides, negs., RF&P; also dining car menus.

B.L. DOCKAL, 607 W. Cameron St., Rockdale, Tex. 76567, buys switch keys, tickets daters, agents' wax sealers.

WM. DRUEGER, 2018 Leo St., Dayton, Ohio 45404, sells rr. postcards; buys orig. color slides PE, CNS&M.

LARRY EASTON, 568 Oak St., Neenah, Wisc. 54956, trades for size 122, 116, 620 negs., SOO cabooses, Wisc. shortlines.

LYLE EVERSON, Box 108, Viroqua, Wisc. 54665, will sell 110 issues Railroad Magazine '47-'67.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell set of ICS books on steam locos and air brakes, mint cond. (SSE)

PAT FLYNN, 779 Balra Dr., El Cerrito, Calif. 94530, trades SP train orders, lineups for same of other roads. (SSE)

ARTHUR FRAKES, 3921 4th St., Port Arthur, Texas 77640, will sell railroad menus, buttons, tts.

BOB GAEL, 821 H Ave., N.W., Cedar Rapids, Iowa 52405, sells elec., steam railroadiana, tts. (SSE)

RANDY GARNHART, 2722 Broadway, Rockford, Ill. 61108, sells CGW train register sheets, tr. orders, tr. delay reports of '40's.

LOU GEORGE, 7 Elldred St., Middleton, N.Y. 10940, sells NYO&W stock. (SSE)

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked dining car silverware. (SSE)

WM. GORDON, 811 Garson Ave., Rochester, N.Y. 14609, sells his book "90 Yrs. of Buffalo Rys.".

W.B. GRIFFIN, 406 Security Trust Bldg., Lexington, Ky. 40507, will buy Corliss' "Main Line of Mid-America."

WES HAMMOND, 41654 Meiggs St., Fremont, Calif. 94538, sells orig. 35mm color slides Baldwin, Alco, FM diesels. (SSE)

J.S. HARBECK, 356 Woodland Dr., Brightwaters, N.Y. 11718, buys pix LIRR G5s 46 in service; buys switchmen's lanterns.

W.O. HARPP, 845 Jackson St., Gary, Ind. 46402, buys switch keys, emp. tts., rulebooks.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass., trades negs, rr. equip. for pix New England, Canada. (SSE)

MRS. ARTHUR HERSKOVITS, 40 East 66 St., New York, N.Y. 10021, will buy a Wells Fargo belt buckle; also, rr. ashtrays,, esp. PRR.

KIRK HISE, 510 West St., Genoa, Ohio 43430, sells emp. tts., steam, traction rr. papers, train orders. (SSE)

DICK HOISINGTON, 6 Park Ave., Derry, N.H. 03038, sells size 616 negs. Boston MTA, etc. (SSE)

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell one copy ea.: "F.B. Gowen, Ruler of the Reading" (rr. history), 308 pages, $3.50; "They Built the West: Rails and Cities," 569 pages, illust., $5; rare "Biographical Dictionary of Ry. Officials of America," 1901, 1913 two books, each over 600 pages, $5 ea., both $9. All good condition.

An Illinois Central operator hands up train orders to brakeman on caboose.
Photograph by Ralston Rundquist

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys Erie pix, negs., tts., printed data. (SSE)

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells steam, diesel, elec., trolley, post cards; list, sample 10¢.

NORM KOHL, 51 Locust Ave., Glen Head, N.Y. 11545, buys pix eastern abandoned rr. stations, esp. size 4x5.

WENDELL LEMON, Todd St., Nackawic, N.B., Canada, buys pix of CP, CN steam at Chipman, N.B.

ED LEWIS, 14 E. Main, Arcade, N.Y. 14009, trades orig. slides C&PA, WAG, A&A, G&W, D&MM for other shortlines; wants to hear from shortline fans interested in newsletter.

JOHN LYKO, 5226 W. 24 St., Cicero, Ill. 60650, will sell over 300, 40 capacity Sears slide trays. (SSE)

JOHN MARTINEAU, 3632 S.W. 23 Ct., Ft. Lauderdale, Fla. 33312, buys ACL railroadiana, playing cards, emp. tts., pix, slides, silverware.

J.M. McFADDEN, 271 Monterey, Palm Springs, Calif. 92262, sells Tonopah & Goldfield, Yosemite Valley switch locks; buys switch keys.

R.E. McMURDO, 755 Main St., Waltham, Mass. 92154, sells color slides, pix, elec. rys; state wants. (SSE)

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys color movies '49 Chicago RR. Fair.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wisc. 53186, buys, sells post cards of rr. stations, trains, trolleys.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells orig. 35mm slides, neg., railroadiana. (SSE).

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buy pix, slides, negs., plans of gondola, box, stock cars built by South Baltimore Car & Foundry.

TOM MURTAGH, 1522 Decatur St., Brooklyn, N.Y. 11227, buys N.Y., Phila, area PRR emp. tts., esp. pre '30.

AL MUTHARD, Rte. 1, Macungie, Pa. 18062, will buy RDG MU and RDC roster. (SSE)

DICK NADEL, 1213 Cardinal Lake Dr., Cherry Hill, N.J. 08034, will sell 1911 Signal Dictionary, '21 MofW Cyclopedia, '98 ICC annual Report, etc.

LLOYD NEAL, 982 Abingdon Ct., Stone Mountain, Ga. 30082, sells MP steam pix.

H.G. NELSON, 210 Clara Ave., Peoria, Ill. 61614, sells steam negs., mags., books. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys anything FEC, Miami Beach RR; buys, trades RPO cancellations.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25¢, refundable.

PAUL OYSTER, 3918 Lewiston Rd., Niagara Falls, N.Y. 14305, sells, trades CN, NYC, PC slides, pix, list, sample 25¢.

GENE PERRYNAN, Southwick, Idaho 83550, buys insulators.

DICK PFEIFFER, 3725A N. Holton St., Milwaukee, Wisc. 53212, buys color, b&w slides of PRR GG-1's.

JOHN PLESENSKI, 3223 109 Ave. S.E., Bellevue, Wash. 98004, will buy '29 Official Guide.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., cap badges, switch keys; sells FJ&G badges.

BILL ROBBINS, 13 Hanson Dr., Topsham, Me. 04086, buys negs. of Maine narrow-gage rrs., Maine railroad Comm. reports.

BRUCE ROBERTS, 120 King Rd., Elma, N.Y. 14059, trades switch keys, emp. tts; buys pix PRR I-1 1753.

E.W. ROSS, 1428 46 St., North Bergen, N.J. 07047, buys 35mm color slides, pix NKP 759 on Golden Spike trip, 5/69.

C.L. SANDERFER, Box 1254, Nederland, Tex. 77627, buys pix KCS, MP locos, railroadiana.

WAYNE SCHENK, Box 195, West Seneca N.Y. 14224,, sells train orders '97 to date, railroadiana; list 10¢.

HARRY SCHIMM, 869 164 St., White Rock B.C., Canada, sells pix Canadian rrs; list sample 50¢; buys, trades Canadian diesel negs.

RICK SEFERIAN, 1075 Grand Concourse, Bronx, N.Y. 10452, sells dupl. slides, color pix trackless trolleys. (SSE)

WALT SHARRITTS, 314 Kirsch Dr., Mattydale, N.Y.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

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You'll never need to buy another pair of socks again for the rest of your life!

(unless your laundry loses them)

6 pair only $7.98

12 pair for $14.98

These revolutionary 8-ply socks are so indestructible . . . we'll give you FREE replacements — pair for pair — for any you ever wear out . . . anytime!

When our new merchandise man was offered an exclusive on these indestructible nylon socks, he called the manufacturer a liar.

"Can't be done!" he said. "If the socks are as strong and durable as you claim, they've got to be so stiff underfoot, they'll be unwearable!"

"Kitten-soft," said the manufacturer.

"Then they won't wash satisfactorily."

"Always come out like new," barked the manufacturer. "Permanent colors, lasting texture and shape."

"Or you'll weasel the guarantee," added our man, doubtingly.

"Unconditional!" snapped the manufacturer.

"What's the catch?"

"No catch, no secret!" said the manufacturer happily. "8-ply DuPont nylon — instead of the usual 4. Woven so closely, they make ordinary socks look like they're three-quarters air, by comparison! Styled by one of the world's great sock designers—for perfect proportion and fit. Guaranteed to wear forever, in normal use. That 'normal use' simply means don't burn holes in them deliberately, or try to cut them with scissors or razor."

We still had to be shown. So we got samples. And we wore them. And wore them. And machine washed them. And Laundromatted them. And tortured them. Like wearing one pair for a week straight—till we thought they'd drown in sweat. Then we washed them — with no sweat! They looked and felt like new. The socks didn't surrender. We did. They're for real—and forever!

So here they are. The forever socks. All black, or in a 6-pair assortment of smart solid colors to complement any wardrobe, 2 pair black, 2 charcoal, 1 navy, 1 loden. Ankle length, with elastic tops for snug fit. Fit any size 10½ to 13.

6 pair only $7.98

If you've got a slow laundry (or grown-up kids), take us up on our discount dozen offer . . . 12 pair — only $14.98. Same assortment (only doubled) . . . same forever guarantee!

NOVEL 51 W. 35th. St. New York, N.Y.

FOR A LIFETIME SUPPLY OF SOCKS MAIL NO-RISK COUPON TODAY

NOVEL DEPT. ADV1
51 W. 35th. St., New York N.Y. 10001

Please rush me the following "Forever" 8-ply socks.
☐ 6 pair for $7.98 + 70c pstg. & hndlg.
☐ 12 pair for $14.98 + $1.30 pstg. & hndlg.

Check one: ☐ All-black or ☐ Assortment
Enclosed is ☐ check ☐ money order for $_____
N.Y. residents add sales tax.

Signature_____
Name (print) _____
Address_____
City_____ State_____ Zip_____

IMMEDIATE DELIVERY GUARANTEED

13211, buys C&LE, CH&D, OH Traction pix, trolleyana; wants to contact ex C&LE employees.

JIM SHAUGHNESSY, 479 8 Ave., Troy, N.Y. 12182, sells slide sets, postcards of Alco PA's, etc. (SSE)

L.S. SINH, 2517 Yow Rd., Greensboro, N.C. 27407, sells steam, diesel negs of southern, New England, midwestern rrs. (SSE)

BOB SMITH, 134 Columbus St., Kent, Ohio 44240, buys, trades for oil lanterns, esp. from BZ&C, CC&S, OR&W, Z&W.

BURRELL SPIETH, 509 E. 7 St., Centralia, Ill. 62801, sells diesel bldrs., trust plates; steam, diesel, IC psgr. train, depot, wreck post cards. (SSE)

FRANK STOCK, 2130 Trowbridge Ave., Hamtramck, Mich. 48212, buys GTW, NYC, B&O, C&O, PRR railroadiana.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells rr. playing cards. (SSE)

A.R. STURM, 416 N. Monroe St., Watertown, Wisc. 53094, trades train orders from crews, ops.

CARL STURNER, Box 24, Earlton, N.Y. 12058, sells 8mm movies NKP 759 and Centennial Ltd. trip; info., send SSE.

S. SWIRSKY, 189-15L 73 Ave., Flushing, N.Y. 11366, buys tts., rr. postcards, color slides, diner menus, etc.

GLENN THOMAS, 2271 Cheremoya Ave., Hollywood, Calif. 90028, wants female, Pacific Northwest pen pals.

W.C. THURMAN, 4733 Morganford Rd., St. Louis, Mo. 64116, trades GM&O, PRR, MP RPO cancellations for those of other rrs.

D.V. VALENTINE Jr., 208 Main St., Malden, Mass. 02148, sells steam negs. or trades for New England steam negs; list $1.

FESTUS VON BLON, 6422, Waco, Tex. 76706, will sell brochure "Origin and Progress of Mohawk and Hudson RR" ('75); will trade for tts., books.

R.A. WHITFIELD, 6411 Gordon Rd., Mableton, Ga. 30059, will sell 36" gauge Vulcan 0-4-0, good cond., with steam brakes.

BRIAN WOODCOCK, 203 Molly Lane, Chadds Ford, Pa. 19317, sells 8x10 pix steam, elec., diesel, trolleys, 3 for $1. (SSE)

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells negs. eastern diesels; buys neg. collections.

ALONG THE IRON PIKE by Joe Easley

EUROPE'S FIRST TURBO TRAIN PASSES THROUGH LISIEUX, FRANCE, ON 212-MILE PARIS-CHERBOURG RUN OF FRENCH NATIONAL RAILROADS. IT IS PAINTED ORANGE AND WHITE.
CANADIAN NATIONAL RAILWAYS FERRY PATRICK MORRIS FOUNDERED RECENTLY IN GALE OFF NOVA SCOTIA. CAPTAIN ROLAND PENNEY AND THREE OTHER OFFICERS APPARENTLY WENT DOWN WITH THE SHIP.
TWIN ORDER BOARDS AT MILLERS FALLS, VT., DEPOT SERVING THE CENTRAL VERMONT (LEFT) AND BOSTON & MAINE.
FRISCO RAILROAD
NEARLY 100 YEARS AGO FRISCO RAIL ROAD OPERATED THIS DAILY STAGE COACH BETWEEN OSWEGO, INDEPENDENCE, AND COFFEYVILLE, KANSAS
(Thanks to Lee Burbage and Kansas Historical Society)

Model Trading Post

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells O-gauge scale model railroad catalogs; list, 18¢ in stamps.

ROY LISTER, 4936 McAnulty Rd., Pittsburgh, Pa. 15236, buys standard 1 gage toy trains or trades modern O-gage trains for them.

Pen Pals Wanted

Cheryl Ruff, Hammond, Ill. 61929.

Nancy Clayton, 215 E. Sherman St., Hood River, Ore. 97301.

Lynn Wahlers (14), 5176 N. 72nd St., Milwaukee, Wis. 53218.

Albert Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062, wants to hear from railfans.

SP/4 Albert K. Parker, 552-80-9344, HHB 4th Bn., 60th Artillery, APO, San Francisco, Calif. 96294.

Andrea Marie Kriss, CNJ employe, 1915 Barnett St., Rahway, N.J. 07065, wants to hear from fellows intereted in rr. poems. She seeks words of CNJ song with "Wabash Cannonball" tune; also "Wreck of No. 9."

Winston Berry, 9 Melbury Gardens, West Wimbledon S.W. 20, England, wants to hear from North American railfans.

Marie Vandergriff (28), Rte. 1, Box 29, Daisy, Tenn. 37319.

Manuel Rodriguez, 614 Stephens, Eagle Lake, Tex. 77434.

Pamela Green (16), Rte. 1, 256 Rustic Rook Dr., Medina, Ohio.

Mary Stumbo, (16), Ulen, Minn.

Lawrence Beattie, 93 Glover St., Great Kills, N.Y. 10308, wants to contact retired New Haven conductors or engineers who worked on Canal line in steam days.

Luz V. Sabijon (16), 173 O.-T.-Padilla St., Cebu City, Philippines.

Mrs. Jessie (Seales) Speer, 3447 W. Gill Pl., Denver, Colo., 80219, seeks her 3 cousins, Robert F., John W., and Olamae Seales, whose last known residence was Augusta, Ga., 27 years ago.

Coming Events

Aug. 2: "Dutch Country Ramble"; a steam trip, Paoli to Harrisburg on Penn Central mainline; fare, $16.95, children $8.95. Write Quakertown & Eastern Railroad, 1321 W. Broad St., Quakertown, Pa. 18951.

Aug. 9, 16, 30, Sept. 6: "Mystic Seaport Tour"; lv. Penn Station, New York 8:45 a.m., to Greenport, L.I.; boat to New London, Conn., bus to Mystic to see replica 19th Century port wtih sailing ships; fare $12; kids $6. Contact Long Island Rail Road Tour dept., Jamaica, N.Y. 11435.

Sept. 5-20: "Mexican Holiday"; lv. Chicago aboard Texas Chief, go to Houston, El Paso, Guadalajara, Mexico City, Cuernavaca, Vera Cruz, all on sleeping car Chief Illini; fares $450-$490. (payable 30 days before departure). Contact Illini Railroad Club, Box 62, Champaign, Ill. 61820.

Sept. 12: Union Pacific 4-8-4 No. 8444, Denver to Julesburg via Platte Valley line; incl. lounge, diner, open-platform car; lv. Denver 7 a.m.; fare incl. 3 meals, $32.50 adults, $21.50 kids. Write Intermountain Chapter, NRHS, Box 5181, Denver, Colo. 80217.

Sept. 20: Steam trip on Calif. Western, using newly acquired Mallet and Mikado; incl. photo stops, chicken barbecue; fare, $9.75. Write Central Coast chapter, NRHS, Box 8407, San Jose, Calif. 95125.

Sept. 27: White Mts. excursion over 300 miles of Grand Trunk Ry. track in Maine, N.H., and Vermont; pulled by two GT geeps; snack, baggage car, coaches; photo stops; lv. Indiana St., Portland 8 a.m.; fare $13.50, kids $7. Contact Phillips Prince, 470 Railroad Club, 73 Skylark Rd., Portland, Me. 04103.

Oct. 3-4: "2nd Great Plains Railfan Congress" at Lincoln, Neb., features roundtable discussions of interburbans, elecs., tt. collecting, rr. history, model railroading, etc., plus renowned speakers; trade timetables, passes, train orders. Sponsored by Cornhusker chapter, NRHS; write exec. secretary Sanford Downs, 901 Dale Drive, Lincoln, Neb. 68510.

SP Roster Notes

Further data for our Southern Pacific roster from W. Silver, Joe Strapac, Alumina Partners of Jamaica, and Pacific Fruit Express. Note 67 (see Aug. issue, page 32) should read: These units were sold to PFE: 1020, renumbered PFE 1020 (6/64), retired 3/68, and sold to W. Silver, who is holding it for possible future use; 1023, renumbered PFE 1023 (2/66); 1209, renumbered PFE 1209 (3/68).

Note 36 should read: 5204, 5207, 5253 were sold to McCloud River, renumbered 36 (1st), 35, 34. McCloud River 35 was sold to U.S. Steel. 5204 was scrapped without being operated as 36 (1st). McCloud River 34 was sold to Oregon & Northwestern, renumbered 4. Note 40 should read: 5250-5251 were sold to Kaiser Bauxite, renumbered 106, 105 (1961). 106 was renumbered 5106; 105 was sold to Alum. Partners of Jamaica, renumbered 17871.

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 221, 555 E. Lange St., Mundelein, Ill. 60060.

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MAIL CAR

(Continued from page 10)

(Jersey Central, revenue accounting department).

"We have most issues of *Railroad* since 1964. My husband is very ill and each night I read aloud to him. He wants to hear only stories of steam railroading. At present, I am reading the steam articles and stories over for the third time from the *Railroad* issues we now have, and would welcome additional steam reading material for him."—Mrs. Verne E. Trask, 8 Culver St., Lyons, N.Y. 14489.

For the first time in its 98-year history, the National Board of YMCA's has a woman member, Virginia Tanner, a C&O-B&O publicity assistant, who has been appointed to the Board's Transportation Department.

Around one a.m. recently a woman riding a South African passenger train woke up from a nap. Going toward the toilet, she opened the wrong door and fell off the train, seriously injured. She is now in the Kroonstad hospital.

Ethne Kennedy, former assistant editor of *Railroad Magazine* and later a teacher of mentally retarded children, is now full-time chairman of the National Assembly of Women Religious task force, one of the largest of all nuns' organizations. We don't know whether or not she is still a railfan.

"Some of your fiction is hardly worth reading, I like your illustrated features, rosters, and departments. As for girls, the more there are and the less they wear, the better; but don't let them take any space from steam."—Jack Beauttas, 1002 Conewango, Warren, Pa.

"Give us more steam photos but fewer females. Your fiction and human-interest features are good."—A. J. Kallfelz, 111 Winding Way, Camillus, N.Y. 13031.

"Girls help to brighten the railroad scene."—Carlton N. McKenney, 7731 Brookside Rd., Richmond, Va. 23229.

"I dislike that photo of a shaggy-headed female leaning against a pole in your July issue, page 13."—Mike Cordill, Ft. Scott, Kan. 66701.

"Let's have more pix of girls. Ignore the prudes."—Joe Beim, 1141 E. 13th St., Brooklyn, N.Y. 11230.

"I enjoy the lovely girls and beautiful legs in *Railroad*; keep 'em coming!" —Philip Hemsey, 1920 Washington S.E., Cedar Rapids, Iowa 52403.

Hey girls, get away from that track! Two railfanette shutterbugs get a bit close to NKP No. 759, but, like many railfans, can't resist taking a photo of her. Engine is shown while being serviced before leaving Binghamton on High Iron trip in May.
Richard Allen, 14 Ethel St., MR99, Binghamton, N.Y. 13905

"Why not fill your pages completely with railroad material, or change your title to *Railroad, Legs, 'n Healthy Hearts Magazine*?"—Greg Whitaker, 135 S. Highland Ave., Winter Garden, Fla. 32787.

"I favor showing women in train photos if they supplement, rather than dominate, what should be the main subject, the train."—P.J. Templeton, 48½ Rowley St., Rochester, N.Y. 14607. ●

YEARS ago, when I was riding overnight train No. 9 on the Canadian National across the wilds of northern Ontario, Bill Marshbanks, the Pullman porter, told me that all berths on the train were filled except No. 7.

"It's always empty one night every year on this same date, August third," he added mournfully.

"But why?" I wanted to know.

Bill rolled his eyes. "It's haunted!"

He would say no more, but the Pullman porter—I forgot his name—filled me in on the details. It seems that a three-quarters Ojibawa Indian girl named Trinka had gone to Toronto to enter a beauty contest and had won the title "Miss Ontario." The date was August third. A newspaper reporter named Joe Blanket, who also was part Indian, offered to take her back home to the reservation, and the girl agreed. They boarded train No. 9 for its overnight run. Trinka retired shortly after midnight to her berth, No. 7. Later on, maybe thinking she was sound asleep, Joe climbed stealthily into her berth. The girl resisted. He slit her throat with a razor. The beauty queen died in a pool of blood and Joe escaped when the train made its next stop. He was never caught.

Thereafter, the conductor told me, passengers who tried to sleep in that berth on the third day of August left it in terror. Each one claimed it was haunted. They said that the ghost of a pretty Indian girl, moaning softly and dripping blood, appeared shortly after midnight and crawled into bed with them.

I didn't believe it, of course; but I decided that the story was too good to die for want of retelling. So I rode that train a year later on the same date, taking berth 7. Nothing happened. I had brought along a bottle of red wine, which I sprinkled on the sheet to look like blood. Shortly after midnight. I moaned frightfully. Then I jumped out of bed and fled to the smoker, where I related the wild story of a phantom Indian maiden. The porter, Bill Marshbanks, listened with gaping mouth and horror-filled eyes.

That revived the old legend. Even today, I am told, you can hear it now and then from credulous halfbreeds in the board area from the Great Lakes to Manitoba.—George Gale, 2527 Bunker St., Olympia, Wash. 98501. ●

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